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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	○ No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
			*					*†				
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	12.15	1.15	2.35	3.00	4.30	5.42	7.30
Yaumati ...Dep.	6.49	—	—	9.20	10.08	12.24	1.32	—	—	4.38	5.50	7.38
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.38	1.34	—	—	4.50	6.02	7.50
Taipo Market Dep.	7.15	—	—	9.48	10.33	12.49	1.47	—	—	5.04	6.15	8.03
Taipo ...Dep.	7.20	—	—	9.53	10.37	12.53	1.51	—	—	5.08	6.19	8.07
Fanling ...Dep.	7.30	—	—	10.05	10.47	1.03	2.01	—	—	5.18	6.30	8.17
Sheungshui ..Dep.	7.35	—	9.07	10.10	10.52	1.08	2.06	3.14	—	5.23	6.35	8.21
Shumshun ...Arr.	7.41	8.45	9.13	10.15	10.58	1.14	2.13	3.20	3.40	5.29	6.41	8.27
Canton ...Arr.	—	12.40	—	5.33	—	—	—	—	7.28	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 9 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 23 P.M.	No. 13 P.M.
									*†	
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	3.20
Shumshun ...Dep.	7.18	8.05	10.35	11.49	11.56	2.58	4.39	5.49	6.45	7.04
Sheungshui ..Dep.	7.25	8.12	10.43	—	12.03	3.05	4.46	5.56	6.52	—
Fanling ...Dep.	7.30	8.16	10.47	—	12.07	3.10	4.50	6.00	—	—
Taipo Market Dep.	7.40	8.26	10.57	—	12.18	3.21	5.00	6.10	—	—
Taipo ...Dep.	7.44	8.31	11.01	—	12.22	3.26	5.04	6.15	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.36	3.39	5.17	6.28	—	—
Yaumati ...Dep.	8.11	8.56	11.26	—	12.48	3.51	5.29	6.40	—	—
Kowloon ...Arr.	8.17	9.03	11.32	12.29	12.54	3.57	5.35	6.46	7.28	7.44

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61

A ROMANCE OF THE WORKHOUSE.

TRUE STORY OF THE £600 A YEAR HEIRESS.

HER SECRET.

CAME BACK TO GIVE HER LITTLE SISTER A CHANCE.

A workhouse orphan who may be presented at Court is one of the proudest "possessions" of the Lewisham Board of Guardians. She is no longer really theirs, but they maintain a proud and affectionate interest in their one-time inmate, who is now the adopted daughter of a wealthy and cultured family.

She has £600 a year in pocket money as well as a beautiful home.

The dearest wish of the staff that nurtured her is that the secret of her humble origin sha'l never be known to a critical world. They are bound by a well-intentioned conspiracy of silence.

"Her secret is safe with us," they say. "We have hundreds of such secrets in our keeping."

The Little Mother.

The romance of the one-time pauper who is now a Society girl was told to the *Evening Standard* by an official of the Lewisham Guardiane, who said:—

"Years ago two tiny girls who had no parents or friends in the world were left in our care. One was older than the other and always regarded herself as a 'little mother' towards her baby sister.

"They were boarded out by us at institutions, and found to be charming and graceful children.

"Then we had an application from a retired Army officer—a lieut.-colonel—and his wife who had no children of their own and who badly wanted a little girl to cherish and bring up.

"There was no candidate in our homes better suited for this beneficent offer than the elder of the two little girls. The colonel and his wife saw her, spoke with her, and a bond of affection sprang up between all three at once.

"Proper provisions were made, and the Board of Guardians gave the necessary authority for the little girl to be formally adopted by the colonel and his wife.

The Separation.

"There was some sadness at first at the parting of the sisters, but the younger seemed so thoroughly happy with her fellow orphans in the home that the elder took the separation in good part. She was shy at first in her novel surroundings, but soon became adapted to the new life into which she had entered.

"She was sent to a good school, and received every care and affection from her adopted parents. She made a large number of friends in her changed circumstances, and became indistinguishable from her well-born companions.

"Recently this lucky girl became a partial orphan for the second time. Her adopted mother died. In token of her affection for the kind ministration of her adopted daughter, she left the latter several thousands of pounds, from which our former inmate now draws £600 a year.

"She continued to live under the care of her adopted father, and the two are more devoted to one another than ever since the loss of the colonel's wife.

"She is now 21 years of age and well launched in society. She will probably marry well before long, unless she feels called upon to take up a profession.

"But she had not forgotten her little sister who had remained in the care of the Guardians and who was boarded out at a London convent for orphan girls. The two sisters corresponded frequently for years. When the elder attained her majority she felt she was able to do something for her only blood-relation.

"She, therefore, applied to the Guardians, with the sanction and backing of her adopted father, for the custody of her sister.

"The Guardians decided to approve this course. They interviewed the elder sister, found her a well-bred and self-possessed woman, and gave her charge of her young sister.

"So we shall see the last of the orphan. But we shall never forget that one of our babies made good in the hard world outside, and then came back to give a chance in life to the little sister who had once shared her poverty."

WHITE FEATHER IN THE LORDS.

VISCOUNT PEEL ON FASHION CHARGES.

40-YEARS-OLD EXHIBIT.

The Government showed the white feather in the House of Lords, says a Home paper of last month.

In 1921 an Act was passed prohibiting the importation of the feathers of certain rare birds, but it did not make their sale illegal. Lord Danesfort insisted that a great many birds of paradise and egrets are being smuggled into the country and sold without penalty, and he proposed to now make their sale also illegal.

Viscount Peel, the First Commissioner of Works, who represented the Government, is a married man, and he informed the peers with authority that "there is no demand for feathers for trimming ladies' hats now owing to the change in fashions."

Can Last Indefinitely.

As to the suggestion that feathers now on sale have been smuggled in since 1921, he declared that plumage properly taken care of will last almost indefinitely if protected against damp, light, and moths.

He produced a white tissue-paper packet, smelling slightly of the camphorous recesses of a bottom drawer, unfolded it tenderly, and disclosed a large white egret feather.

Waving it aloft, he announced that it was 40 years old, and claimed therefore that Lord Danesfort's Bill was unnecessary.

The peers, however, amid laughter, agreed to pass the committee stage of Lord Danesfort's measure.

TINY REPUBLIC'S PROTEST.

ANGRY WITH SPAIN.

CALL ON FRANCE TO HELP.

PERPIGNAN, May 11th.

There is renewed tension between France and Spain over the affairs of the tiny Pyrenean Republic of Andorra.

Last autumn the plotting of Catalonian home-rulers, who had exiled themselves to France—prominent among them being the late Señor Blasco Ibanez, the writer—nearly involved Andorra in a foreign war, and the Andorrans mobilised their entire army of 600 officers and men and prepared to hold the mountain passes against all comers.

The Andorrans now complain that the Spaniards are trying to monopolise the joint Franco-Spanish postal administration of their territory. They have asked the help of the French to prevent the Spaniards getting complete control of the country's one and only post office, and they declare that they will boycott the Spanish post office and run the postal service themselves, issuing a special set of Andorran stamps.

As so few people write letters in Andorra, obliterated Andorran stamps are expected to be so rare as to command a high price among stamp collectors.

The French have promised to support the Andorrans.

LONDON SUN BATH COMEDY.

FIREMEN CALLED OUT FOR WOMAN ON A STREET LEDGE.

A woman's sun bath on a narrow ledge 50ft. above the ground led to an extraordinary scene in Westbourne-grove, Bayswater.

She was seen lying in scanty attire on a ledge beneath a window of a top-storey flat at the corner of Westbourne-grove and Hereford-road. Only a bare arm and leg and part of a pink garment were visible.

"She is going to fall," someone cried. A crowd gathered and in a few moments numbered several hundreds. The police sent for the fire brigade and an escape dashed up.

As it was run up against the house the woman looked down, and realising that she was the cause of the crowd, climbed hurriedly back into the room.

Two firemen, however, climbed up the ladder and through the window. The woman explained to the police that she had been lying on cushions on the ledge to take full advantage of the hot sunshine.

Gibbs
NEW
Fairy Book
?

DIARY OF EVENTS.

To-day.
(June 9th.)

Ordinary General Meeting, William Powells, Ltd., noon. Extraordinary meeting, 12.15 p.m.

Dancing display Miss Lei Min Fei, Lee Theatre, 1 p.m. and 8 p.m.

Queen's Theatre: "Captain Salvation."

Star Theatre: "Forbidden Waters."

World Theatre: Buck Privates."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe *vid* Marseilles (*Delta*), 10.30 a.m.

Sunday.
(June 10th.)

1st Sunday after Trinity.

Golf: Happy Valley Players v. Kowloon Golf Club, 9 a.m.

Dancing Display Lee Theatre, 1 p.m. and 8 p.m.

Queen's Theatre: "A Hero For A Night."

World Theatre: "Johnny Get Your Hair Cut."

Star Theatre: "Winners of the Wilderness."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe *vid* Siberia (*Sado Maru*).

Monday.
(June 11th.)

St. Barnabas.

Sale of Crown land Inland lot No. 2758, 3 p.m.

Queen's Theatre: "A Hero For A Night."

World Theatre: "Johnny Get Your Hair Cut."

Star Theatre: "Winners of the Wilderness."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe *vid* Victoria, B.C. (*Pres. Madison*), 6 p.m.

Tuesday.
(June 12th.)

Sanitary Board Meeting, 4.15 p.m.

Queen's Theatre: "The Blue Danube."

World Theatre: "The Air Mail."

Star Theatre: "The Sunshine Trail."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe *vid* Vancouver and Europe *vid* Siberia (*Empress of Canada*), 6 p.m.

Wednesday.
(June 13th.)

Queen's Theatre: "The Blue Danube."

World Theatre: "The Air Mail."

Star Theatre: "The Sunshine Trail."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe *vid* Marseilles (*Antenor*), 10.30 a.m.

Thursday.
(June 14th.)

R.E. Annual Dinner.

Queen's Theatre: "Quality Street."

World Theatre: "The Loves of Sunya."

Star Theatre: "Cradle Snatchers."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Friday.
(June 15th.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

Queen's Theatre: "Quality Street."

World Theatre: "The Loves of Sunya."

Star Theatre: "Cradle Snatchers."

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MR. ORMSBY-GORE ANNOYED.

"UNPOPULAR IN BRITISH MALAYA."

SHARP REPLY TO PRESS CRITICISM.

A sharp reply to criticisms made by a Penang newspaper, and an admission that he is unpopular in Malaya owing to his comparisons between British and Dutch planters, were features of the last speech made by the Rt. Hon. Mr. W. G. A. Ormsby-Gore, Under Secretary for the Colonies, before leaving Penang by the *Malwa* for Colombo.

The occasion was a dinner given by the Penang Chinese Chamber of Commerce in honour of Mr. Ormsby-Gore, who dealt in his speech with various statements made in a leading article in the *Straits Echo*.

In the course of his speech Mr. Ormsby-Gore referred to the leading article in the *Straits Echo*, and quoted the passage:—"The Colonial Under-Secretary seems to have found little time for anything else but education and rubber growing." Mr. Ormsby-Gore admitted that it was quite true that he devoted some time to the problems of education which are "not only peculiar to the land, but also to the whole world and always difficult." He had also given his attention to the premier agricultural industry.

"It is perhaps a pity," again quoted Mr. Ormsby-Gore, "that he has not been able to consider ways and means for encouraging some of the other tropical products for the production of which this country is well suited. It has been amply proved that oil palms can be grown very profitably here, and there is already a considerable amount of planting in progress. Oil palms are not the only product that could be grown profitably in this country but the prospective grower gets little encouragement."

What Mr. Ormsby-Gore Knows.

Without being conceited, said the speaker, he was in a better position than any writer in the *Straits Echo* to talk on the subject of oil palms and the like. He had probably seen more thousands than the Editor had seen units; he had written and knew more about the topic than probably anyone in the room.

Again, "that much useful work of a scientific character has been accomplished in the Dutch Colonies must be admitted, but we refuse for one moment to believe that the rubber planting industry in the Dutch East Indies is in any way more advanced than it is here."

Mr. Ormsby-Gore said he had been too long trained in scientific research and possessed too close a knowledge of chemistry to be deceived. He was not informed by the Dutch, but had carried his investigations on his own authority and observations.

He maintained that the Dutch Indies were ahead of British Malaya. He was unpopular in British Malaya because he had said that British planters were not ahead of Dutch Planters. But he still held that more science had been developed there than here. In the interests of those concerned, he would impart a warning that they must wake up.

Mr. Ormsby-Gore resumed his seat, but after the next speaker had finished he again rose, and holding up the *Straits Echo* said there was one further point in the article "in this Chinese-owned paper" that he wished to refer to.

"And finally we hope that Mr. Ormsby-Gore has not omitted to notice the lack of cohesion in the administration of Malaya. There is no necessity for the seven different Governments and the seven-fold duplication which it involves in many quarters."

Dealing with this passage, Mr. Ormsby-Gore said, "It means that I ought to suggest some alteration in the constitution of British Malaya. I can do no such thing." The Colony was one unit and the Federated Malay States another. He wanted to say quite clearly that he was going to propose no change whatever in the constitution of the States—both federated and non-federated.

He would emphasise the point so that there might be no misunderstanding, not only among the Malay rulers but also among others in the Peninsula. He was quite sure there was no case for endeavouring to join the Federated and non-Federated Malay States. There was no reason why the States and *the Colony should merge into one*, and the Peninsula be governed by a Crown Government.

He would be wanting in his duty, if he did not make that quite clear. In spite of the fact that the position of the Federated Malay States and the non-Federated Malay States might be somewhat dissimilar on paper, these Governments were in fact making for the progress of the country. The suggestion in the last paragraph of the article conveyed in it suggestions which were fraught with controversy, most bitter and far-reaching, and the speaker wished to repudiate them absolutely.—*Straits Times.*

MRS. K. MILLER'S FLIGHT.

CLOTHING PROBLEMS.

MEMORIES OF "RED ROSE" ADVENTURE.

Mrs. Keith Miller, who flew from London to Australia with Capt. Lancaster in a light aeroplane, the *Red Rose*, has some interesting things to say about the flight in an article in an Australian paper.

This air journey to Australia was Capt. Lancaster's idea, she writes. Ever since the war days in France he had dreamed of the time when he would hop off in London and land in Melbourne. He had kept the idea at the back of his mind, but always it was a solo flight for which he wanted money. The possibility of a passenger never entered into the scheme of things. Five months before I left Croydon in the *Red Rose*, Capt. Lancaster told me of his desire.

As soon as I heard the scheme I was interested. I put all the money I possessed into it, and when we were stuck and found we couldn't raise enough money for the machine, Capt. Lancaster's mother came to the rescue and helped us through. We named the machine *The Red Rose* after her, as she was known as Sister Red Rose, in a charitable mission.

"Eat Up Cash."

Millionaires, who seem to find it difficult to spend their money wisely, should remember airmen occasionally. Flights simply eat up cash, and it is not only for the purchase of the machine that funds are required. There are thousands of things to be paid for. We had to leave a deposit for cables; we spent large sums on maps; there were passports and flying kit to be paid for. We have curious people to thank for help. Burberry's made our flying kit, and gave us 50 per cent. reduction. Sir Sidney Kidman and Mr. Clive Baillieu, and Mr. Nevin Tait each gave us a helping hand.

Here's another thing. I was arranging for my trunks to be sent on after I left, and went on to Pickford's Travel Agency to see about it. Miss L. E. Armstrong, of Sydney, became very interested, and it was no doubt owing to her good word that the firm gave us monetary help. There seemed such a terrible lot of organization to do that I didn't think about my own flying luggage until quite late in the party, and I was faced with the problem of trying to keep down weight, and yet have all necessities with me in the aeroplane.

Travelling Light.

All the luggage with which I left London fitted in a small leather bag such as those made by the various handicrafts associations. In it I stuffed a sponge bag containing a tube of toothpaste, a toothbrush, and one small cake of soap, one change of underclothing (the lightest possible), one clean pair of socks, one pair of silk stockings, one clean shirt, one pair of shorts, a small comb and a smaller mirror, one small box of powder, one pair of satin evening shoes, and one frock—an evening gown of black ninon and lace, which came up on the journey like a recurring decimal. Brogues and breeches I was wearing. The tiny mirror was used for timing the magnetos, and later it got broken, so that I was left without a looking glass.

TRINITY COLLEGE OF MUSIC.

WHAT IT DOES FOR THE ART.

The causes which led to the foundation of this great Institution cannot be more clearly explained than in the following paragraph, taken from the Introduction to the College Calendar:—"Trinity College of Music owes its existence to some half-dozen far-seeing enthusiasts who, half a century ago, were actuated by a sincere interest in the betterment of musical education. The teaching of music at that time was unsatisfactory; not because the teachers were unworthy; but because there was little or no opportunity of revising their methods under the direction of experts, and practically no opportunity of testing the results of their teaching by the standard of skilled and sympathetic examiners." There were many reasons why music pupils should be examined. Obviously music lessons had always been, and always will be, more costly than lessons in other educational subjects; because the pianoforte, for example, must be taught individually rather than in the class, and good teachers could not then, and still cannot, be obtained for comparatively small fees. It was then gradually being recognised, too, not only by educationists, but by the public generally, that music ought not to be regarded as a mere past-time, but as a real mind-training process involving quite as important educational

(*Continued on next Column*).

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Within the reach of every family

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You expect to have Frigidaire sometime. You know that Frigidaire not only brings you freedom from outside ice supply—it keeps all foods colder, better, and longer. It makes possible many new and delightful frozen dishes. It makes plenty of ice cubes.

You can have all the advantages of Frigidaire now. Low prices and convenient terms make it easy to own. And Frigidaire pays for itself in better refrigeration—better kept foods—surprisingly low operating cost.



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Come in and let us demonstrate.

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DOES INDIGESTION TROUBLE YOU?

A lady who had suffered for years with indigestion told the writer that after trying almost every remedy she was certain that nothing would do her any good. Strangely enough she had not tried 'Bisurated' Magnesia, which is the remedy that is used by thousands of one-time sufferers and is recommended by many doctors too. As is usually the case, this lady's trouble was due to excessive acid conditions of the stomach, a condition that is rectified instantly with 'Bisurated' Magnesia, which neutralizes acidity and prevents fermentation. Now this lady would not be without 'Bisurated' Magnesia, because it has proved once again to be a sure remedy for acid-caused digestive troubles, and now she feels better and looks better than she has done for years. 'Bisurated' Magnesia is sold in both powder and tablets, at all chemists, and you cannot get anything better or surer than 'Bisurated' Magnesia, which soothes, heals, and protects the stomach lining after stopping the pain.

issues and advantages as those derived from the study of other school subjects—such as languages, literature, mathematics, etc. For, if properly taught, the study of music obviously demands much ear-training, eye-training, touch-training, mind-training, memory-training and even the cultivation and control of emotional feeling itself. No valid reason could be assigned for leaving so important and far-reaching a study untested. This great educational need Trinity College set itself to satisfy; and the College was the first musical institution to hold local examinations in music. Sir John Stainer, Sims Reeves, Sir Hubert Parry, Sir Joseph Barnby, Sir Arthur Sullivan and Walter Macfarren, are among those who, from time to time, have placed their services at the disposal of the College. Also, by means of its examination scheme, with its liberal syllabus designed to meet the needs of all teachers and candidates, it is the means of creating and training a vast army of listeners to good music.

The first examinations in Hong Kong (for which an examiner is specially sent from England) will be held next Spring, 1929. Further particulars may be obtained from the Anderson Music Co., Ltd., who will represent the Hong Kong branch.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 8TH, 1928.

H.K. Bank	$1,296 sel., 1,283½/90 sa.
Do., London	£137 nom.
Chartered Bank	£21⅛ buy.
Mercantile Bank, A. & B.	£35 nom.
Do., C.	£14½ nom.
P. & O. Bank	£9½ nom.
East Asia Bank	$75 nom.
Canton Insurance	$620 nom.
Union Insurance	$326½ buy.
North China Ins.	Tls. 140 buy.
Yangtsze Insurance	M. $50 nom.
China Underwriters	$2.30 buy., 2½ sel., 2.35 sa.
China Fire Insurance	$230 buy.
Hong Kong Fire Ins.	$740 sel.
Douglases	$37 sel.
H.K. Steamboats	$28¾ buy.
H.K. Tugs	$2½ nom.
Indo-Chinas (Pref.)	$37 buy.
Do. (Def.)	$60 buy.
Shell Transports	96/3 nom.
Waterboats	$19½ buy., 20½ sel., 20 sa.
Benguets	$1½ nom.
Kailan Mining Ac.	58/- nom.
Langkats (combined)	Tls. 12.20 nom.
Do. (single)	Tls. 5.90 nom.
S'hai. Explorations	Tls. 2.80 nom.
Shanghai Loans	Tls. 3½ nom.
Banks	$4 nom.
Tronoh Mines	17/6 nom.
H.K. & K. Wharfs	$120½ buy., 130½ sa.
H.K. & W. Docks	$40½ buy.
China Providents	$6.60 sel.
Hongkews	Tls. 156 buy.
New Engineerings	Tls. 5 nom.
Shanghai Docks	Tls. 106 buy.
Ewo Cottons	Tls. 8.60 buy.
Orientals Cottons	Tls. 2.20 nom.
S'hai. Cottons (old)	Tls. 51½ nom.
Do. (new)	Tls. 27½ nom.
H.K. & S. Hotels	$8.90 buy.
H.K. Lands	$65½ buy., 66 sa.
Shanghai Lands	Tls. 127 sel.
Humphreys Estates	$14½ nom.
H.K. Realties	$8½ sel.
H.K. Tramways	$25.30 sa.
Peak Trams (old)	$12½ x. div. buy.
Do. (new)	$8 x. div. nom.
Star Ferries	$64½ nom.
China Lights (old)	$11.85 buy., 12/12.10 sa.
Do. (new)	$11.70 buy.
Do. (1928 Issue)	$11.60 buy., 11.70 sa.
H.K. Electrics	$71½ buy., 72 sel., 70½ sa.
Macao Electrics	$26½ buy.
Telephones	$6.10 nom.
China Buses	Tls. 9 buy.
Singapore Tractions	9/9 buy.
China Sugars	$3.10 buy.
Malabon Sugars	$24½ nom.
Canton Ices	$4 nom.
Cements (combined)	$10 sel.
Do. (old)	$9 sel.
Do. (new)	$1½ sel.
H.K. Ropes (old)	$7 sel.
Do. (new)	$1.90 sel.
United Asbestos	$10 nom.
Dairy Farms	$21½ buy., 22 sa.
Watsons	$14 nom.

(*Continued at foot of next column.*)

Der A Wings	$9.50 nom.
Lane Crawfords	$33½ nom.
Mackintoshs	$20 nom.
Sinceres	$19½ nom.
Wm. Powells	$3 nom.
H.K. Amusements	$29 buy., 28½ sa.
H.K. Constructions	$1½ nom.
B'que. Indus. G.$ Bonds	64½% nom.
H.K. Govt. Loans	5% prem. nom.

buy.—buyers; sel.—sellers; sa.—sale; nom.—nominal.

THE DANGEROUS AGE?

OCTOGENERIAN'S POLITICAL WILD OATS.

What is the dangerous age? Moralists say 18, doctors say 50, but I maintain that no man really begins to sow his wild oats until he is 80.

Philip Hammond, aged 82, after leading a May Day procession in the Strand, played at being a circus. He arrived in the dock with some difficulty, being encumbered with two placards, a pair of red flags, a cup hitched on to his hip, and a bag secured to his side. He wore blue jean trousers, a white apron, a closely clipped grey beard, a pink tie, and a rubber collar.

Proudly he arranged in the dock one of his placards, which read: "SOS. Help please. King George owes me £2,000. The red flag, one penny. Starving under the Union Jack."

He was charged with obstruction in the Strand, and as the magistrate observed, the old man could not walk anywhere without causing an obstruction. A long time ago, explained the court missionary, the old man bought some shares at 15s. which went to 45s., and neglecting to sell at the top of the market, he had lost his money.

A very healthy looking old man he was, and he somewhat needlessly remarked that he was not born yesterday. He was discharged, and he promised to be a good old boy.—R. E. CORDER in *Daily Mail*.

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"I read an advertisement for Cuticura Soap and Ointment and sent for a sample. It worked wonders for him and I could see a great difference in a couple of days. I purchased more, and he was healed." (Signed) Mrs. Cluney, 27, Earl St., Skerton, Lancs., Eng.

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QUARTS ... $7.00 per bottle
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[A.F.B.2]

COAL IN NORTH BORNEO.

10,000,000 TONS DEPOSIT.

OPERATIONS OF CHINESE SYNDICATE.

SINGAPORE, June 1st.

An important step towards the exploitation of the vast mineral resources of Borneo is marked by the operations of a syndicate to prospect and develop the coal deposits in the Kalendang Range, in Sarawak.

The syndicate, which comprises wealthy Cantonese in Singapore, Kuala Lumpur, Kampar, and Kuching, and which includes at least one millionaire well known throughout Malaya, has a prospecting concession of some fifty square miles, and in that area it is estimated that there are at least 10,000,000 tons of fine quality bituminous coal.

The enterprise will be one of the biggest of its kind if the present plans are realised—and the interests backing it are so, substantial that there is every reason to suppose that it will go through. The Silantek seams are 22 miles as the crow flies from the nearest port, Kuala Lingga on the Batang Lupar River, and three days journey by prau up the tributary system of this river. The proposal is to construct a railway from the mine to Kuala Lingga, and a wharf at the port, so that the coal can be shipped direct to the Eastern markets.

Equal To Best Durham.

When the mine is in full production it is estimated that its output will be 50,000 tons a month. The quality of the coal appears to be established beyond dispute. It is described as being as good as the best Durham coal, having only four and a half per cent. of ash, and excellent for shipping and industrial purposes. It is all surface coal, and the uppermost seam, which will keep the company busy for many years to come, is four and a half feet thick. Twelve feet below that a second seam three feet six inches thick, and another twelve feet lower down there is a third seam two and a half feet thick. The coal has been proved over a maximum distance of four miles, and the concession has not yet been thoroughly explored.

Machinery Being Dispatched.

Mr. E. W. Oswald, the chief mining engineer to the syndicate, is leaving by the *Vyner Brooke* with about $20,000 worth of machinery for roadmaking and opening up underground, and in three months time, if his further report is favourable, another instalment of machinery will be sent out, enabling him to commence mining coal immediately. Assisting Mr. Oswald is Mr. S. S. Tang, who received his scientific training at Cornell University, in the United States, and who was subsequently assistant general manager at the Ping Shan Collieries in Hunan. Mr. Tang is taking over a labour force of 200 Chinese in a few days time. Mr. Oswald, who was one of the four survivors of the Whitehaven mine disaster of 1910, has spent five years in China with the Peking Coal Syndicate in Honan, and twelve years in India with the Bengal Coal Company.

The Siltaxtek deposits have been known almost as long as white men have been in Sarawak. Mr., afterwards Sir Hugh, Low presented a report upon them to the Rajah as far back as 1868, but transport difficulties prevented their exploitation. The intention of the present syndicate is to float a company in Singapore next year with a capital of something like $3,000,000.—*Straits Times.*

A MAYOR'S GAMBLING.

WITH WAR AREA FUNDS.

LOSSES AT CASINO AND RACES.

PARIS.

A new scandal, in which a number of officials connected with the reconstruction of the regions devastated by the war are alleged to be implicated, has been revealed.

It is contained in the confession of M. Natalius Dumez, mayor of the historic town of Bailleul (Nord Department), that he converted to his own use a sum of £24,000.

As mayor M. Dumez had charge of the funds for the reconstruction of the war ruins of Bailleul and for the restoring of the churches in the vicinity.

He gave himself up to the police at Dunkirk after being missing for several days, and declared that he had gambled away the £24,000 at the races in Paris and at gaming clubs.

It is stated that the inquiry which has begun is likely to involve a number of other officials.

NATIONALIST AIMS.

MODERN GOVERNMENT FOR WHOLE OF CHINA.

DR. WANG INTERVIEWED IN LONDON.

An interesting visitor to London just now is Dr. Wang Chung Hui, Minister of Justice in the Nanking Nationalist Government. Dr. Wang, a distinguished international lawyer, was called to the Bar at the Middle Temple in 1907, after graduating D.C.L. at Yale. He is one of the deputy judges of the World Court at The Hague, "to which he was elected by the Council and Assembly of the League in 1921. In 1922 he was acting Prime Minister of the Peking Government.

Interviewed by the *Sunday Observer* on his arrival in England, Dr. Wang Chung Hui said:

My chief object is to engage in an informal exchange of views with some of the leading men here about Sino-British relations. I also want to find out to what extent the British people are prepared to co-operate in the reconstructive work which is to begin when the civil war is over."

With regard to the clash with Japan he said: We have our own charges to make against the Japanese. The Nanking Government has appealed to Geneva or to any alternative arbitral body to settle the matter. You in the West are discussing the pacific settlement of disputes. Here is your chance. What we want is to stop the threatened war between China and Japan and to settle the issue peacefully. On grounds of pure international law it is doubtful if the Japanese bombardment of the unfortified city of Tsinanfu can be justified. We protested against the sending of Japanese troops to Shantung and gave the warning that the mere presence of such troops would lead to unpleasantness."

This civil war, Dr. Wang said, differs from all other Chinese civil wars since the Republic because it has a definite object. The Nationalist Government has an object, political and economic. Politically it is our object when we have captured Peking to call a National Convention to decide the details of the Republican system of Government we propose to adopt. Economically we want to develop rapid means of communication through the construction of railways, motor roads, and the improvement of our present canal system. We shall be able to start the minor work from the proceeds of taxation and the saving on army expenditure. The bigger work will be dependent on foreign loans, but that is not yet. We also want to develop agriculture and our mineral resources and to improve international trade. Our programme is Dr. Sun's programme, which was definitely adopted by the Nationalist Government. We want a parliamentary system, but the National Assembly will decide.

British Policy Appreciated.

Asked what view was now taken in Nanking about British policy, he said:—

"Well, we understand perfectly well the attitude of the British Government, especially its readiness to readjust the relations between the two countries according to present-day conditions, and we have no doubt the British intention will be carried out all along the line as it has been at Hankow and Kiukiang."

"Has not the British Government gone further than any other Government in meeting your aspirations?"

"Quite true," he said, "and we fully appreciate the good intentions of the British Government. Mr. Kellogg, too, has made a declaration in that sense, although there are as yet no definite proposals from the United States. Of course the aspiratin of the Chinese people is towards a general treaty revision on a basis of equality and reciprocity. We hope that after taking Peking we shall not disappoint the world. Our troops know the cause they are fighting for, because it is one of our innovations to explain through a publicity corps the purpose and progress of our campaign."

QUEEN'S DOLL'S HOUSE FULL.

GLASS CASES FOR EMPIRE GIFTS.

The Queen has received from all parts of the Empire gifts made to scale—one inch to the foot—for her Doll's House at Windsor Castle.

It being impossible to place them in the house, her Majesty has had constructed two large glass cases in which the gifts will be on view to the public. One is near the entrance to the house. It attracted many visitors when the house was on view for the first time this year.

The second case is to be erected shortly, and the Queen has received enough miniature gifts to fill this also.

JOSEPHINE THE FLIGHTY.

UNKNOWN LOVE LETTER OF NAPOLEON.

"YOUR PORTRAIT ON MY HEART."

A hitherto unkown love letter, written by Napoleon to Josephine during the early weeks of his marriage to her, is printed by Mr. Walter Geer in his highly entertaining *Napoleon and His Family.*

This letter was discovered in 1925 at the old castle of Sagan, in Silesia. It was one of five which were given by Queen Hortense, Napoleon's step-daughter and Josephine's daughter, to Talleyrand's neice, the Duchesse de Dino, who was also Princess of Sagan, and it had been lost for more than a century. It is dated "Bologna, June 26th, 1796," and complains that Josephine had not hastened after Napoleon to Italy.

Privately, he knew that she was amusing herself with a young friend of the male sex.

I calculated (he wrote) that you would be at Milan on the 13th, and you are still at Paris. I take counsel within my own soul. I suppress a sentiment which is unworthy of me, and, if glory does not suffice for my happiness, it forms an element of death and immortality. As for you, may my memory not be odious to you. It is my misfortune to have judged me like the men who surround you.

My heart never felt anything mediocre; it denied itself love. You inspired. It with a boundless passion—a frenzy which degraded it. The thought of you was in my soul, above that of the entire world. To me, your caprice was a sacred law. To be able to see you was a supreme joy. You are beautiful, graceful. Your sweet and heavenly soul is painted on your face. I adore everything in you. Had you been more naive and younger, I should have loved you less."

Everything pleased me—even the memory of your errors, and of the afflicting scene which took place two weeks before our marriage. Virtue to me was anything that you did. . . . Your portrait was always on my heart. Never a day without seeing it, never an hour without regarding it and covering it with kisses. You, your left my portrait six months without taking it from its recess. Nothing escaped me. If I continued, I should love only you, and of all the rôles this is the sole that I cannot fill. . . .

Adieu, Josephine. Remain in Paris. Do not write me any more. But at least respect my hearth. A thousand daggers tear my soul; do not drive them in any further.

He was 26 years of age when he wrote this letter, and Josephine, the slightly faded ex-widow, was 33.

Enormous Debts.

Josephine's flightiness continued for three years, till in 1799 the pair were finally reconciled after his return from Egypt:

Napoleon, says Mr. Geer, had the fine quality of never treasuring up grievances—when he forgave, Josephine it was a pardon generous and complete. He disdained to punish her guilty accomplice; and he paid all of her enormous debts, contracted during his absence. Josephine showed her appreciation of Napoleon's treatment by giving no further grounds for public scandal. From that time on she was a model wife.

Napoleon was very tender-hearted to the women of his family. Of his sister Pauline, said to be the most beautiful woman of her time, an enthusiatic account is given by Mr. Geer:

With her small classic head, her pure oval face, her lovely hazel eyes, her clear olive complexion, and "the bust and shoulders of a goddess," she was the most charming creature possible to imagine. . . . There was not the slightest imperfection in her delicious face, to which she joined an elegant figure and the most seductive grace.

A portrait of her (with very little on in the shape of clothing) hardly comes up to this rhapsody.

ATTACKED BY SHARK?

OARSMAN'S FRANTIC RACE FROM 12FT. FISH.

Flashing out of the water with the speed of a rapier thrust, a huge shark attacked a man in a rowing-boat in Burrard inlet, Vancouver, B.C., recently.

The fish, nearly twelve feet in length, made attempts to leap into the boat as the rower made frantically for shore. It afterwards disappeared, but a few seconds later it was seen swimming up the inlet.

The shark's onslaught was seen by T. J. Dunstan and his wife from the verandah of their home. Mr. Dunstan, a former resident of the South Sea Islands, is familiar with the appearance of sharks, and there is no doubt in his mind about the fish.

The incident caused considerable excitement in Vancouver, and children were warned not to go swimming. The inlet is popular as a bathing place.

H.M.S. "CORNWALL'S" CRUISE

TO "SHOW THE FLAG" IN SOUTH AMERICA.

ARMAMENT AND OFFICERS.

H.M.S. *Cornwall*, which was completed to full crew on May 3rd and has been ordered to join the 11th Cruiser Squadron on the China Station, left Devonport on May 12th, but will not be seen on her new station for some months to come. She is taking an unusual route to the Far East, *vid* the principal South American ports to show the Flag. A call will be made at Port Stanley, in the Falklands, whence the previous ship of her name sailed on December 8th, 1914, to take part in the action under Admiral Sturdee. The voyage will then continue to Honolulu, where the *Cornwall* will be Great Britain's representative at the "sequicentennial celebration of the discovery of the Sandwith Islands by Captain Cook. This event is to take place from August 15th to 19th, so it will be well into September before the *Cornwall* reaches China waters. Although Great Britain was not the first to launch a 10,000-ton cruiser of post-Washington design, she was the first to complete a ship of this class, and there are now three in service, of which the *Cornwall* is one.

The two previous vessels, the *Cumberland* and *Berwick*, proceeded to China by the ordinary route *vid* the Mediterranean and Suez Canal. The first French 10,000-ton cruiser, the *Duquesne*, carried out her steam trials in March, but neither Italy, Japan, nor the United States has yet completed a ship of this type. The nearest approach to a ship like the *Cornwall* which has been seen in South American waters is the United States *Omaha* class, designed for 7,500 tons, with an armament of 12 6-in. guns.

The *Cornwall* has an armament of eight 8-in., four 4-in. (anti-aircraft), and four 3-pounder guns, as well as eight torpedo-tubes in two sets of four—the first time quadruple tubes have been fitted in any navy. The new vessel has geared turbines of 80,000 horse-power, using oil fuel only, with a designed speed of 31½ knots.

The *Cornwall* is commanded by a brother-in-law of the Duchess of York—Captain the Hon. W. S. Leveson-Gower, D.S.O., who married in 1916 Lady Rose Bowes-Lyon. He joined the ship last July. Commander R. H. De'ath, late of the *Vernon*, is the ship's executive officer, and her machinery is under Engineer-Comdr. H. L. Harvey, who was associated with the building of the ship from September, 1925. The first lieutenant-commander is Gordon Steele, V.C., who was transferred to the Royal Navy from the R.N.R. as sub-lieutenant for service in action against submarines in H.M.S. *Baralong* in 1915, and four years later won the V.C. in command of a coastal motor-boat in the raid on Kronstadt harbour.

ROUND THE WORLD.

MR. ARAKI'S ACHIEVEMENT NOT A RECORD.

Mr. Araki's round the world tour from Tokyo to Tokyo, by train, steamer and aeroplane, in 33 days, 10 hours, 26 minutes, though a unique achievement for Japan, is not quite a world record. Two years ago two American travellers, Mr. E. C. Evans and Mr. L. O. Wells, made the trip in 28 days. Like Mr. Araki, who crossed the United States by aeroplane, they, too, travelled by air for about a third of the journey, and broke the previous record established 13 years earlier by Mr. J. H. Mears by nearly seven days. The table given below shows how the time taken for the journey has gradually diminished since the famous trips made half a century or so ago by Jules Verne's fictitious traveller in "Round the World in Eighty Days":—

	Days.	h.	m.	s.
1519-1522—Magellan Expedition	3 years			
1876—Capt. W. D. Seymour	117	0	0	0
1872—Phineas Fogg (in Jules Verne's novel)	80	0	0	0
1880—Miss Nellie Bly	72	6	11	14
1890—George Francis Train	67	12	3	0
1901—Chas. FitzMorris	60	13	29	43 2/5
1903—Henry Fredcrick	54	7	20	0
1907—Col. B. Campbell	40	19	30	0
1911—A. Jaeger-Schmidt (arranged b. Cook's)	30	19	42	37 4/5
1913—J. H. Mears	35	21	35	0 4/5
1926—Evans and Wells	23	14	36	51
1928—T. Araki	33	16	26	0

The plans of Mr. Ryokichi Matsui, the Japanese traveller, who was racing round the world from East to West, were upset by a delay in the arrival at New York of the *Aquitania*, which prevented him from connecting with an air mail to catch a steamer on May 2nd at Vancouver.

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A VIVID drama of the sea in the days of the convict ships depicting storm, shipwreck and mutiny with amazing realism!—

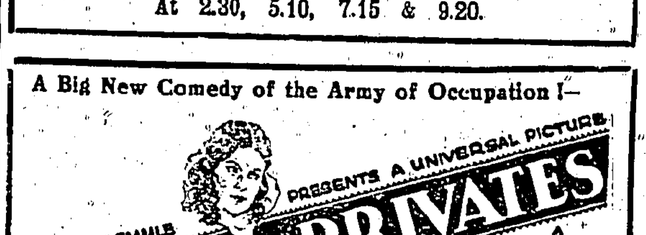


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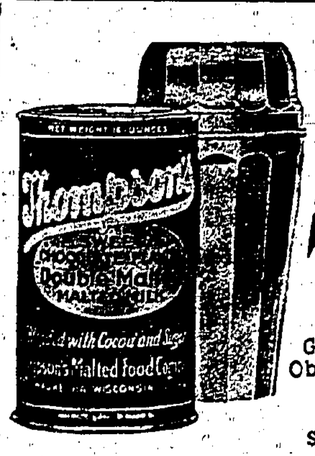
THRILLS · CHILLS · SPILLS

ACTION

PRISCILLA DEAN in "FORBIDDEN WATERS"

AT THE **STAR** FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15



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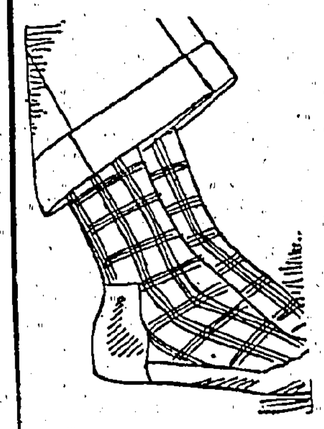
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MEN'S WEAR SPECIALISTS

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The Ideal Summer Drink

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Trays, Markers, Playing Cards

Given Free for

EVERY DOZEN QUARTS

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HONG KONG.

FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

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a fast and efficient method of re-inforcing fibre boxes, crates bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

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THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

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MITSUI BUSSAN KAISHA LTD.

HONGKONG

MISSIONS TO SEAMEN.

REPORT FOR 1927.

A SUCCESSFUL YEAR.

THE FINANCIAL POSITION.

The Rev. G. T. Waldegrave, the Chaplain to the Missions to Seamen, in his report upon the work done during 1927, is able to refer to "a far more satisfactory Institute Working Account than has been the case for several years back." This is due largely to the increased number of Naval vessels in Port.

Thanks are accorded to Messrs. A. H. Barlow, A. O. Lang and G. M. Young, three former members of the Committee for the "help they rendered so ably and willingly." A tribute is also paid to the members of the present Committee, particularly to the Hon. Treasurer, Mr. T. G. Weall, "who is indefatigable in raising funds," and to Sir Henry Pollock, the oldest member, "upon whom together with Mr. Weall falls the burden of important negotiations affecting the future of the Mission in Hong Kong.

At the Seamen's Institute, during 1927, 26,228 cabins and beds were occupied compared with 12,137 in 1926. This increase naturally led to greater takings in the catering department and the hours for serving hot meals had to be extended. The work of the Chinese staff in all departments was satisfactory. The hours are from 6 a.m. to midnight—and as the Chaplain remarks these are "not short"—but there was never any serious trouble.

The number of seafarers attending services at the Institute Chapel was slightly higher than in 1926, but the average of the days before the various strikes affected trade and shipping in this part of the world has not yet been reached.

Charitable Relief.

The Chaplain during the year was able to pass on the Secretaryship of the General Charities Organisation to Captain Baylis, Superintendent of the Sailors' Home, West Point. The G.C.O. has been reorganised in a manner long advocated by the Chaplain but though notices frequently appear in the local Press of this very necessary Organisation, its existence is as frequently overlooked. Persons soliciting assistance get round the offices with a plausible and apparently quite genuine story, but the point lies not so much in what they say as in what they do not say. No one likes to turn down a call for help, and there are unfortunately people who know this and trade on it. The G.C.O. keeps in touch with the various organisations in the Colony which give relief and very often men begging round the offices only do that because they realise that the various relieving authorities already know too much about them. Such folk should be given a chit to Captain Baylis. The chances are that the chit will never be delivered. A few years ago a man was given five chits in one morning for the Chaplain when he was Secretary of the G.C.O. Only one reached its destination, and that had been handed on by the original beggar to another "destitute" "working" on the same lines.

Finance.

The Mission is still burdened by a heavy overdraft at the Bank, and the interest on that added to the interest on the Mortgage of the Seamen's Institute and also on a loan of some $5,000, both in connection with the Praya East Reclamation Scheme, forms an incubus on the General Fund of which, says the Chaplain, "we should be glad to be rid." He continues: "The work on the Reclamation still drags on, and there seems no sign of any building being possible for some considerable time. On the other hand our income shows a distinct increase, for not only have we been able to pay off certain moneys owing, but have actually been able to reduce the overdraft on the current account by some $2,000. That this is in part due to the repayment of that amount invested in Hong Kong Government 5 per cent. War Loan is true, but the real cause is the far larger sum paid in from the Seamen's Institute working account. As we have already mentioned the past year has been a prosperous one in the Institute, and $5,698 more was paid in this past year than in 1926. This does not, of course, relieve us of anxiety, and we urgently request any who have an interest in the welfare of the seafaring classes ashore and afloat especially in this port of Hong Kong to "lend us a hand." Any subscriptions or donations, however small, are most welcome. Meanwhile we sincerely thank all those who by their generosity and assistance have enabled us to keep going."

(*Continued at foot of next column.*)

The Future.

Negotiations of a very important nature are at present in progress which if completed will, it is believed place Hong Kong well in the forefront of the ports at which special care is taken for the well-being of seafarers of every rank. It is yet too early to give any details of the scheme, but the Chaplain assures those interested that the first aim is to attain the ideal "Nothing but the best for the sailorman."

AUTOMATIC TELEPHONES ORDERED.

EQUIPMENT TO COME FROM ENGLAND.

GOVERNMENT'S SANCTION OBTAINED.

In January, 1930 Hong Kong will have an automatic telephone system installed, according to a statement by the Manager of the Hong Kong Telephone Company. Government sanction has been obtained and the necessary equipment has been ordered from England from Messrs. Siemens Brothers at Woolwich.

An enormous amount of preliminary work is necessary and, incidentally, the Company is already replacing all overhead wires by underground cables.

The present telephone numbers will have to be prefixed by more digits, and it is stated that no number would be under five figures. For instance our present telephone number "12" would then become "20012."

Order Placed.

Mr. J. P. Sherry, manager of the Hong Kong Telephone Company says:

"An order was placed yesterday for full automatic equipment for the Central, Kowloon and Peak Exchanges, with Messrs. Siemens Brothers of Woolwich. The system will be their No. 50 Strowger system which is identical with that standardised by the British Post Office and installed by them in London.

The installation of this equipment will take about eighteen months, so that we should be in a position to cut over the whole of the Hong Kong network to automatic working about January 1st, 1930.

The Initial Equipment.

The initial equipment provides for the installation of 9,500 lines at the Central exchange, 3,000 lines at Kowloon and 400 lines at the Peak exchange.

The system will be so arranged that a subscriber in any of the three exchange areas will be able to dial directly any other subscriber either in his own exchange or in the other two.

In order to avoid inconveniencing subscribers they will retain their present numbers which will be prefixed by one or more digits according to whether their present numbers consist of one, two, three or four figures.

Five Digits Numbers.

All numbers will become five-digit numbers and, assuming a series of 20,000 to 29,460 is allotted to the Central exchange subscribers, a subscriber with Central No. 1 at present would become Central 20,001, a subscriber No. 11 would become 20,011 and so on, so that there will be no confusion in connection with dialling the numbers on the new system.

In connection with the sub-exchange lines it will be necessary to allot a new series of consecutive numbers in all cases where a subscriber has more than one junction line, but arrangements will be made whereby those subscribers affected will be notified of their new numbers well in advance of the change-over.

A Permanent Installation.

It will be necessary in most cases to duplicate each subscriber's installations in order that his telephone may be capable of functioning on the existing system up to the time of the change-over to the new system and capable of functioning on the new system immediately the change-over is made without any alterations having to be performed to subscribers' installations at the time of the change-over.

After the change, of course, the automatic telephone will be made permanent installations on the subscribers' premises and the magneto telephones will be disconnected and removed.

As regards the equipment to be installed in Hong Kong, this is entirely of British manufacture and will be made at the Woolwich works of Messrs. Siemens Brothers.

INSTRUCTION IN SEAMANSHIP.

COURSE OF 20 LECTURES.

It is understood that seamanship classes for Chinese will be opened shortly at the King's College. The first course of 20 lectures will be given by Captain H. S. Loud who will make an extensive use of models and equipment. The lectures will be held five nights a week. At the conclusion of the course, the candidates will be examined for a coxswain's certificate to be endorsed by the Harbour Master, and a further course of instructions will be given to those qualifying.

ST. PETER'S CHURCH Y.M. CLUB.

BATHING PICNIC TO-DAY.

The three-hour bathing picnics inaugurated by the St. Peter's Church Young Men's Club last year and which became very popular among the members and their friends, will be a feature of the Club's activities this summer.

Beginning from to-day the steam launch *Man Fat* leaves Blake Pier every Saturday at 4 p.m.

METHUSELAH OF SZECHUAN.

250 YEARS OLD?

STILL VIGOROUS AND LOOKS 50!

Readers can take their own view of this article which appears in the "North China Daily News" of June 5th with a portrait of the celebrity it describes.

Mr. Li Ching Yun, an old and respected resident of Shang Chuan Village, Kaihsien, a place to the north of Wanhsien, Szechuan was born in the 17th year of the reign of Kang Hsi, one of the first Emperors of the Manchu dynasty. Mr. Li is now in his 250th year. In spite of his years, he is young and vigorous in spirit and he is physically strong. His facial appearance is no different from others who are two centuries his junior.

A native of Ching An, he has travelled very widely and, everywhere he goes, the people welcome him. Numerous military and civil leaders have conferred honours and presents upon him.

When he was only a few years old, he could read and write and, upon arriving at the age of 10, he had travelled throughout Shensi, Kansu, Sinkiang, Manchuria, Thibet, Annam and Siam gathering medical herbs. This continued to be his trade until he was 100 years old. After that, he travelled throughout Hupeh, Honán, Szechuan, Hunan, Kiangsu and the North selling medicines for a living. Every day he walks over 100 *li* along the road.

He married 14 times successively and at the present time has 11 generations of descendants. His children, grand-children, etc., number in all 180 persons.

Mr. Li has very good eye-sight and the finger nails of his right hand are very long (in his portrait their length is about 6 inches, but their curvature makes it hard to judge). He possesses a box full of finger nails, all of which are from his own hands.

He can recall all the history of the Manchus and can answer all sorts of questions. He says that there are a number of his friends who are even older than himself.

Many Disciples.

Mr. Li has many disciples, all of whom are old men. Some of the oldest men in the district say that their grandfathers knew him. His disciples, when questioned, say that Mr. Li has taught them to "Keep a quiet heart. Sit like a tortoise. Walk sprightly like a pigeon. Sleep like a dog."

The teachings of longevity of Wang Lao have been burnt but Mr. Li still lives and his teachings may lead to many others learning to live long lives.

"DAY OF MOURNING" IN SINGAPORE.

FEW SIGNS OF TSINANFU COMMEMORATION.

SINGAPORE, June 2nd.

The flying of the Chinese flag at half-mast over the premises of the Chinese Consulate in Robinson Road, the Chinese Chamber of Commerce in Hill Street, and a number of Chinese shops are the only signs to be discovered in Singapore of the "Day of Mourning" which is being observed to-day by the Chinese in Malaya in commemoration of the Tsinanfu affair.

This commemoration was to have taken place on June 4th, but was changed to to-day in view of the fact that the birthday of H.M. the King falls on that day.

Upcountry the observance would appear to be more complete, judging from a wire sent from Ipoh stating that the Chinese day of mourning for the Tsinanfu affair is being generally observed there. Flags are being flown at half-mast and the workmen are mostly idling. The affair, however, is passing over very quietly and is being enjoyed as a holiday. There has been no procession or semblance of a demonstration.

THREE SUMMONSES AND TWO ADDRESSES.

LADY PLAINTIFF OBJECTS TO ADJOURNMENT.

ALLEGES DEFENDANT IS HIDING.

Three summonses taken out against Mr. Harry Ah Fong were called yesterday at the Summary Court before Mr. Justice P. Jacks. Defendant's address was given in one of the writs as c/o The American Express Company and the other The Kowloon Hotel. Mr. J. M. Remedios appeared for the defence.

In connection with a claim of $132.50 filed by Mrs. Castellian of No. 2A, Queen's Road Central, Mr Remedios applied for an adjournment and asked for particulars of the claim to be supplied.

Plaintiff who was in Court with Mr. Leslie E. Haynes, of the South China Trade Protection Association, protested saying that she had already furnished particulars. The claim, she said, was for board and lodging and also furnishing defendant's room.

His Honour asked her to whom she had given the particulars. Plaintiff after referring to her papers said that she had supplied the particulars to the South China Trade Protection Association.

His Lordship: We don't know them. You must supply particulars to the defendant.

Mrs. Castellian asked the Court whether that meant that she had to run after the defendant for another fortnight. She declared that the defendant was in hiding.

His Honour said that it would suffice if she furnished the particulars to the defendant's solicitor, and made an order accordingly.

Mr. Remedios said that he would not mind his Lordship fixing a date for the case to be heard if particulars were furnished within a week.

His Honour fixed July 3rd for the hearing of the case.

Socks, Handkerchiefs and Pyjamas.

In another action filed by the Popular Silk Store for the recovery of $63.45 for goods supplied, the defendant's address was given as c/o The American Express Company.

Mr. F. X. d'Almada, Senior, appeared for the plaintiff and Mr. J. M. Remedios was again for the defence.

Mr. d'Almada said that there could be no defence as the claim was for socks, handkerchiefs and pyjamas supplied to the defendant.

Mr. Remedios said that Mr. d'Almada might be assuming too much, as there might be something more than that.

Mr. d'Almada: I have the I.O.U's. and I have shown them to my friend.

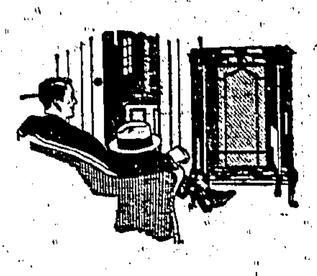
Mr. Remedios: There may be a defence as regards those I.O.U's.

The case was fixed for hearing on June 21st.

Wine And Provisions.

For wine and provisions supplied to the defendant, the French Store of Beaconsfield Arcade also claimed $233.15. Defendant's address in this case was given as the Kowloon Hotel.

Plaintiff was told to supply particulars and the case was adjourned for a week.



Come in and hear this greatest of all entertainers!

HEAR a list of your favorite musical selections at our store. The Orthophonic Victrola reproduces them marvelously—*clear, rich, and convincingly realistic!*

Let us show you our stock of Orthophonic Victrolas. We have instruments in designs to match every interior, and at prices to fit every purse. A small down-payment will put one in your home. Come in soon and ask us about this plan.

S. Moutrie & Co., Ltd.

Victor Distributors.

LOCAL SHARE MARKET.

MORE ACTIVITY AND RATES FIRMER.

MESSRS. BENJAMIN & POTTS' WEEKLY REPORT.

Messrs. Benjamin & Potts sends us the following review of the local share market dated June 8th:—

Our market has shewn more activity during the week under review and a general firming up in rates has occured.

Hong Kong and Shanghai Banks were placed at $1,283½/1290. The London price has advanced to £137 (middle).

Unions have strengthened and sales have been made up to $330.

China Fires continue in demand at $230.

Cantons are steady at $620, with probable buyers.

H.K. Fires remain unchanged at $740.

Douglas Steamships are slightly easier with sellers at $37.

Indos "Deferred" are in demand, with London buying at about £7.

Steamboats are firmer with buyers at $20.

Waterboats were booked at $20, and more shares can be placed.

Kowloon Wharfs were done at $130½ and close with buyers at $131.

China Providents strengthened and were bought up to $5.60.

Hong Kong & Shanghai Hotels receded to $8.75, but a strong demand set in and sales have been made up to $9.35.

Hong Kong Lands have been in good demand with sales made at $64½/65.

Hong Kong Trams were dealt in up to $25.40, closing slightly easier at $25½.

Humphreys Estate are wanted at $14½, after sales at this rate.

China Lights were bid up to $11.90 and $11.85 for the Old and New shares respectively, while the 1928 issue fetched $11.70.

Hong Kong Electrics have ruled firm and can now be placed at $71½.

Telephones after being negotiated at $6½, are obtainable at $6.10.

China Sugars were dealt in at $3.20.

Green Island Cements (Combined) were in good demand and a considerable business was transacted up to $10½, but a reaction set in later, causing a drop in the price to $10.

Watsons have changed hands at $14.

Amusements were put through at $28½.

Dairy Farms have hardened and were taken off the market at $22.

Exchange:—The T.T. rate on London to-day is 2/0½ and on Shanghai 75.

Forward Settlement Days:—26th June, 30th July, and 28th August, 1928.

COMMUNIST LEADER EXECUTED.

WIDESPREAD PLOT FOILED.

OVER TWENTY FACE FIRING SQUAD.

MURDER AND COUP D'ETAT PLANNED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 8th.

Early yesterday morning saw the execution at Red Flower Ridge, Canton, of a notorious Communist leader, Chang Ki Fai. The condemned man was taken in an armoured car to the execution ground, heavily chained and guarded by the firing squad. So secret and speedy was the execution that it attracted no public notice whatever and no one knew anything about it until late in the morning long after the firing party had returned to Garrison headquarters. No notice was issued but people recognized the dead body as that of Chang Ki Fai, the Communist, when they saw it.

The executed man was caught some two weeks ago while trying to bribe the bodyguard of a certain prominent Government official in the city. The name of the high official is withheld. Chang aimed at the murder of the high officials in question, and had succeeded in bribing four of the guards to perform the crime. But Corporal Li, also of the bodyguard, knew what his men were up to and foiled the plot by arresting the ring leaders. The subsequent trial of the four guards revealed the whole Communist plot and all that lay behind it. The name and whereabouts of the Chang Ki Fai, the ring leader, was divulged and the Police detectives hunted down and arrested their man. Two of the four guards were executed.

INFORMATION EXTRACTED.

For more than two weeks Chang Ki Fai, who is an agent of the Chinese Communist Party, was securely locked up at the Central Police Station and closely watched and questioned. During the course of numerous examinations he revealed that there were still many Communist haunts in the city. When the whereabouts were given, detectives were at once sent out to the places mentioned and a series of raids followed, more than twenty of these desperadoes being arrested. Much seditious literature and many firearms were found. A careful examination of the literature revealed that the Communists still sought to avenge their utter defeat of December 11th last in Canton and to set up another reign of terror in the city.

Practically all of the gang were executed during the past two weeks but their leader, Chang Ki Fai, was, until yesterday morning, kept in custody. His belated execution was due to the fact the Police wanted to extract as much as they possibly could about the conspiracy. After he had told the Police officers the whole story of the plot which might have brought untold terror and suffering again to Canton its prime mover was taken out at dawn to a place in the northern suburb of Canton and shot in company with three other Communists.

MISDIRECTED BRILLIANCE.

Chang Ki Fai was a brilliant young man intellectually and only 22 years old. He was a Cantonese and was educated in the Tungkoon Middle School, not far from Canton. He admitted that the Chinese Communist Party paid him several hundred dollars a month.

As a result of this plot the Canton Police Force have of late been unusually alert. The number of patrols on duty at night has been increased, searching for illicit firearms and other weapons has been going on in practically all the principal thoroughfares of the city and belated wayfarers are again having some difficulty in getting from one street to another these nights without being searched by the patrols. Our correspondent was told that last night a man coming from the West Bund to the Provincial Treasury was searched on Wing Hon Maloo no less than three times. So far the city is very quiet and no trouble of any sort has arisen.

CLEANING UP WEST RIVER.

COMBING OUT PIRATE LAIRS.

GUNBOATS MAKING USE OF HIGH WATER LEVELS.

General Chen Chai Tong, Reconstruction Commissioner for the Western Region, is taking active measures for the suppression of pirate gangs in his territory, who are now molesting the local shipping trade.

General Chen's latest move has been to spread his troops along the Sai Hoi and Tung Hoi two tributaries of the West River. These two watercourses have been favourite grounds for the piratical fraternity, as the tortuous course of the rivers makes it a comparatively easy matter to hold up junks by means of bombs and mines. The troops now proceeding on garrison duty in this district will make a thorough comb-out of the localities, and information has been gathered as to the positions of the pirate lairs.

It is understood that maps have been prepared with all the pirate dens marked out, and copies of these maps have been supplied to all senior army officers in the district. The local Precautionary Troops have been ordered to move to certain strategic points, in conformance with a general scheme, and the whole territory is being thoroughly policed.

The squadron of gunboats detailed for patrol on the West River has been doing good work in sweeping out bandits. The Tung Hoi has been cleared and the Commander of the squadron has ordered certain units of his fleet to make detailed inspection of the river. In normal times navigation is somewhat difficult owing to the narrowness and shallowness of stream, but the heavy rains of the past few weeks have caused a rise in the water level, and navigation is therefore easier at the present time. The fleet commander is making full use of the opportunity offered.—*Canton Gazette.*

EXTRAORDINARY STREET ACCIDENT.

GIRL KILLED BY MAN FALLING FROM VERANDAH.

An extraordinary accident is reported from Canton by the *Canton Gazette*. An electrician employed by the Yuet-Ming Electrical Supply Company was doing some repair work at the balcony of a house in On Tong Street, Sai Pai Lau, when he lost his balance and fell headlong into the street. He landed on a girl who was passing and both fell heavily to the ground with the man on the top of the unfortunate girl. She was killed almost at once while the electrician received serious injuries.

KENNEDY ROAD WIDENING.

CUTTING DOWN A DANGEROUS CORNER.

Work in connection with the improvement of a dangerous corner at the eastern end of Kennedy Road is being carried on by the P.W.D. The portion of the road opposite the Naval Hospital near the Wesleyan Church is now closed to traffic, and when the job is completed motorists will find that the bend no olnger contains any element of danger to the reasonably careful driver.

STREET SLEEPERS' QUARREL.

When charged before Mr. W. Schofield at the Kowloon Magistracy with assaulting a married woman, a Chinese replied that the complainant had chased him with a broom the day before.

Sub-Inspector James told the Magistrate that the quarrel arose over the complainant's bedding. They were both street sleepers in Gilles Avenue near the Hunghom Ferry.

The Magistrate imposed a sentence of three weeks' hard labour.

DUTCH SEA CAPTAIN'S DEATH.

DURING VOYAGE FROM SINGAPORE.

SEVERAL DEATH REPORTS BY ARRIVING VESSELS.

Captain W. Zeylemaker, master of the Dutch oil tanker *Selene*, was found dead in his cabin early on Tuesday morning while the vessel was at sea on her way north from Singapore. The report of his death was sent by wireless to the local charterers of the vessel, the Asiatic Petroleum Company, with the news that the vessel had received instructions from the Singapore Office to put in at Hong Kong.

The account of the fatality was very brief, and the exact cause was not stated. However, the vessel arrived in Hong Kong yesterday morning and went to Kowloon Bay where she is at present anchored. The vessel will leave to-day for Kobe, the port to which she previously bound.

Captain's Sickness.

The vessel left Singapore on June 1st bound for Kobe with a cargo of oil fuel. Before the ship left, the Captain had complained of indisposition and sickness. However, he continued in command of the vessel and though not confined to bed, he was noticeably a sick man suffering from melancholia and a quite unusual irritability. His health gradually got worse, at times he seemed hardly responsible for his actions.

Last Monday night he left the bridge after giving the Chief Officer, Mr. F. J. Jager, who was on watch, instructions for the next day. The Chief Officer passed his door that night but the lights were out and he did not notice anything amiss.

The next morning, the cabin boy knocked at the door with the usual morning tea, but received no reply. He opened the door intending to leave the tea until the Captain should awake. He was greeted with the ugly sight of the Captain lying on the cabin floor, entirely stripped of his clothing, and in a pool of blood. He at once called the Chief Officer who examined the body and found that the Captain's wrist had been deeply cut, the artery being severed. The cut had apparently been made by a razor blade. The Captain had apparently been dead for several hours. The Chief Officer then assumed command of the vessel, and notified the Singapore Office of the A.P.C. of the tragedy. They replied with instructions to put in to Hong Kong, as the nearest port. On arrival the body was taken to the Kowloon Mortuary where it is stated a *post-mortem* will be held.

Well-known On China Coast.

The late Captain Zeylemaker has been in command of the *Selene* for some time, and is well known on the China Coast. All those who knew him expressed the greatest astonishment at his death and said that as far as they knew there was no reason why he should have taken his life. The deceased is of Dutch nationality. The funeral takes place this afternoon but the time had not been fixed at a late hour yesterday.

The S.S. "Selene."

The s.s. *Selene*, is an oil tanker owned by the Petroleum Mattschappy "La Corona," Ltd., and has for years been on the run between Singapore, Balikpapan, Hong Kong and Tarakan. Although not owned by the Asiatic Petroleum Company she is frequently chartered by the firm to carry oil fuel.

She is driven by oil-engines, with a gross tonnage of 3,736 tons. She was built in 1914 by the Celedon S.B. and F. Co., Ltd., of Dundee, and is fitted as an oil fuel carrier. She carries a crew of twelve Europeans and 37 Asiatics. The vessel is well-known on the China Coast.

SEVERAL OTHER DEATHS AT SEA.

Three British ocean-going steamers and a river-boat report further deaths at sea, including two suicides.

The s.s. *Tung On* of the Canton run reports that on her way down to Hong Kong on Thursday night a Chinese passenger jumped overboard. A letter was left with the compradore stating the man intended to drown himself.

The s.s. *Takada*, of the B.I. Line, reports that during the voyage from Calcutta and Singapore a woman passenger jumped overboard and was not seen again. A further death of a Chinese deck passenger was reported by the same vessel, from heart failure. The s.s. *Takada* carried 953 Asiatic deck passengers.

The s.s. *Anhui*, from Singapore and Amoy, reports the death of a deck passenger from beri-beri on June 3rd. Burial was at sea the same day.

The s.s. *Khyber*, from London and Singapore, also reports a death on May 25th, three weeks after leaving London. No details of the death were given.

FORGED SINGAPORE BANKNOTES.

HOW THEY WENT THE ROUNDS AT YAUMATI.

TWO MEN CHARGED.

How ten spurious Singapore banknotes of $10 denomination went the rounds in Yaumati was told in Court yesterday before Mr. W. Schofield when two Chinese were charged with uttering them.

The story was a curious one. It appeared that the first defendant went to a shop where he succeeded in changing two of these notes for $21.80. He went away and about fifteen minutes later, another man, the second defendant, came to the same shop and asked to change two more of the notes.

To have two customers with the same kind of currency and of the same denomination within fifteen minutes was enough to make the money-changer suspect that something was wrong. He did not change the note, but instead sent a *foki* out to another shop to find out whether the notes were forgeries. The *foki* came back with the news that no one in Yaumati could tell whether the notes were good or bad. He was then sent over to Hong Kong to find out.

The surprising part of it was that the second defendant quietly agreed to remain in the shop while the *foki* went over to Hong Kong to ascertain if the notes were forgeries. He waited for fully three hours when the *foki* returned and said the notes were bad. A report was made to the Police and the second defendant was arrested.

Meanwhile this money-changer, who had already been victimised by the first defendant, sent a *foki* to all money-changers in Yaumti to warn them. The *foki* came to one shop who said that a man had just come with two of the notes and as they were found to be forgeries, the man was sent away.

No one knew where the man had gone to, and his arrest was brought about in a very peculiar way. He was walking in the street when he was accosted by a total stranger who asked him if he had any Singapore notes on him. First defendant at once produced one from his pocket and showed it to the stranger. To his surprise and dismay, he was placed under arrest.

When asked to plead the second defendant said that he received the notes from a man in Shanghai in exchange for Chinese money. He did not know that they were forgeries.

His Worship discharged him holding the view that if the defendant had had any guilty knowledge, he would not willingly wait for three hours in the money-changer's shop while the *foki* went to Hong Kong to make enquiries.

The first defendant said he received his notes in payment of a debt owing to him by an ex-soldier. He admitted that he succeeded in changing two of the notes for $21.60, and that when he went to another shop to change some more, he was told that three of the notes were forgeries. He asked the money-changer to mark those three notes accordingly. Defendant produced the notes marked, at his request, by the money-changer. The one which was not marked, he produced and showed it to the stranger who accosted him in the street.

He was remanded for twenty-four hours and his Worship ordered that a detective be sent with him to the money-changer who was alleged to have marked those three notes at the request of the defendant.

REMANDED FOR FURTHER ENQUIRIES.

RAID ON TEMPLE STREET.

As a result of a police raid at No. 1, Temple Street, Yaumati, thirteen men appeared before Mr. W. Schofield at the Kowloon Magistracy. Four daggers were also found on the premises.

Sub-Inspector Andrews who was in charge of the case applied for a remand for further enquiries to be made.

The accused was remanded in Police custody until Monday morning.

THREE MEN AND FIVE DAGGERS.

DEFENDANTS' UNAVAILING PLEA.

SHARP PUNISHMENT INFLICTED.

Pleading that they were carrying the daggers for a man who had promised to give them a dollar each for the risk and trouble, three Chinese found that this well worn excuse did not convince the magistrates.

They were charged before Major C. Willson and Mr. W. Schofield at the Kowloon Magistracy yesterday for having in their possession five daggers and other paraphernalia likely to be used for felonious purposee.

Sergeant Mottram appeared for the prosecution and in outlining the case said that as a result of information received, he went to a Chinese tea-house in Mongkok accompanied by other police officers. There he saw the three defendants sitting around a table. He produced his revolver and ordered the men to submit to a search.

On the first defendant he found a dagger tucked away in his girdle. The man also had a piece of wire in his right hand pocket. A search of the second defendant resulted in the find of another dagger. The third defendant was found to have three daggers on him.

The three men were taken to the Police Station where they pleaded that a certain man had asked them to carry the weapons to the tea-house and had promised to give them a dollar each for their trouble. The Police gave them every facility to find the man, but they had failed to do so.

The defendants told the same story to the Magistrates, who, after hearing the evidence, sentenced the men to three years' hard labour each. The daggers were ordered to be confiscated.

S.C. TRADE PROTECTION ASSOCIATION.

ITS INCORPORATION AS A COMPANY.

MR. LESLIE HAYNES' BIRTHDAY.

In order to celebrate the incorporation of the South China Trade Protection Association as a Limited Liability Company, over sixty local Chinese merchants and a number of European friends held a dinner party at the Kowloon Hotel last night.

Mr. L. E. Haynes, Chairman and Governing Director, who presided, was supported by Messrs. T. Talip and C. H. Sieu (Directors) A. S. Banker (Secretary) and a number of other local Chinese merchants.

Mr. Haynes, in the course of a brief and humourous speech, said that he first formed the Association for two reasons. He wanted a job himself; was unable to get one and so decided that he had better create one. Secondly, he realized that there was a crying need for such an organisation in Hong Kong. When he opened his small office last January he never dreamt that it would grow so rapidly. It had developed far beyond anything that he could have possibly imagined. They had taken the proper course and incorporated the Company under the Hong Kong Ordinances. It was an auspicious occasion for all concerned and they had every reason to congratulate themselves. (Applause).

Mr. T. Talip, in proposing Mr. Haynes' health, said that they had learnt that the incorporation of the Association synchronised with Mr. Haynes' birthday. It was therefore of particular pleasure to him to offer Mr. Haynes, on behalf of the Association, the very best of good wishes that evening for his future health, wealth and prosperity.

Mr. C. H. Sieu proposed the toasts of the guests and Mr. Jas. T. Dobbie responded, saying that he had known Mr. Haynes for many years and knew that when efficiency and organisation were concerned, he was the right man for the job.

The speeches in English were ably interpreted by Mr. Choi Chik Tim.

Wm. POWELL, Ltd.

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4712 IT'S RAY RAY RAINING ... „
4712 I'LL NEVER BE HAPPY ... „

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NEW ADVERTISEMENTS.

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INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hong Kong, on WEDNESDAY THE 20TH JUNE, 1928, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13TH JUNE to 4TH JULY, 1928, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.
Hong Kong, 19th May, 1928. [6317

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the Certificate No. 3467 dated 30th AUGUST, 1900, for 25 Shares of this Company Numbered 24851-24875 registered in the Name of Mrs. MARION LEGGE has been LOST or DESTROYED; and should this Certificate not be produced to the Company before the 12TH JUNE, 1928, a New Certificate for the said Shares will be issued, and the Old Certificate No. 3467 will be thereafter treated by this Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 11th May, 1928. [6241

IN THE MATTER OF THE COMPANIES ORDINANCE 1911-1921
AND
IN THE MATTER OF THE FRANCO-CHINESE TRADING CO., LTD.
(IN VOLUNTEER LIQUIDATION.)

NOTICE IS HEREBY GIVEN that the Creditors of the above named Company, are required, on or before the THIRTY-FIRST DAY of JULY, 1928, to send in their Names and Addresses, and the particulars of their Debts and Claims, if any, to the Undersigned, at the Offices of Messrs. PERCY SMITH, SETH & FLEMING, Incorporated Accountants, 6, Des Vœux Road Central, Victoria, Hong Kong, and, if so required by Notice in writing from the undersigned, are to come in and prove their said Debts and Claims at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from any distribution which may be made before such debts are proved.

Dated this 7th day of June, 1928.
J. HENNESSEY SETH, F.S.A.A.,
S. HAMPDEN ROSS, A.C.A., A.S.A.A.,
Joint Liquidators. [6339

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD PROPERTY
Situate at MONGKOKTSUI in the DEPENDENCY of Kowloon and Colony of Hong Kong and registered at the LAND OFFICE as KOWLOON INLAND LOT No. 1572
TO BE SOLD ON
TUESDAY, THE 19TH DAY OF JUNE, 1928,
AT 3 P.M.
BY
Messrs. LAMMERT BROTHERS, Auctioneers,
AT THEIR SALES ROOM, 8A, DUDDELL ST., VICTORIA, HONG KONG

For further Particulars and Conditions of Sale, Apply to:—
Messrs. WOO & NASH, Solicitors, 4 & 6, QUEEN'S ROAD CENTRAL,
OR TO
Messrs. LAMMERT BROTHERS, Auctioneers, No. 8A, DUDDELL STREET.
Hong Kong, 8th June, 1928. [6364

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.
Five-Roomed FLATS
and
Six-Roomed FLATS
with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.
Apply to—
CREDIT FONCIER D'EXTREME-ORIENT,
4TH FLOOR,
FRENCH BANK BUILDING.

INTIMATIONS.

TO LET.

A FLAT in CARNARVON BUILDINGS, KOWLOON.
Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
[6201

TO BE LET OR SOLD—Commodious BUNGALOW at MAGAZINE GAP, near MOUNT ROAD: Good Garden. Private Garage.—Apply, Box No 6273, c/o *Hong Kong Daily Press*. [6273

TO LET.—Furnished for 4 Months Four Roomed HOUSE on BOWEN ROAD. Small Garden. Moderate Rental. —Apply: JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDINGS. [6330

SEMI-DETACHED HOUSE, with Flush Installation, No. 5, CONDUIT ROAD. Three 3-4 Roomed FLATS, in Nos. 14 and 18, CONDUIT ROAD—Apply to: H. M. H. NEMAZEE. [80

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.
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SHOP TO LET
92, NATHAN ROAD, KOWLOON.
OFFICES TO LET
DAVID HOUSE.
APPLY TO
S. J. DAVID & CO.
DAVID HOUSE,
67/69, DES VŒUX ROAD CENTRAL.

MRS. BETEN (Trained in PARIS), Late of HONG KONG HOTEL Guarantees that her Permanent Waves revive Faded Hair leaving it Soft and Silky.—2, PRATTS BUILDING (1ST FLOOR), For Appointment K. 945. [353

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 9TH, 1928.

THE BRITISH COAL MINING INDUSTRY.

A GENERATION ago when British industry was at the height of its prosperity alarmist reports were constantly made that in so many years our coal supplies would be exhausted and the foundations of our National wealth would be literally "picked away." These prognostications would appear to have been falsified for the British coal industry is to-day faced with the necessity of finding new markets and drastically reducing production. The enormous expansion of the industry is shown by the fact that between the years 1900 and 1913 the increase of production was as great as between the years 1850 and 1900. But the war proved disastrous to British mining and gravely hampered it in adjusting itself to altered world conditions. The organisation of our pits was thrown into confusion by the sudden withdrawal for military service of a big proportion of the best labour but even worse followed when the clamorous demands of the war forced a fevered production in which the carefully designed system of extracting the coal was abandoned and the richest, easiest seams alone were worked.

INTIMATIONS.

WATSON'S
Dry Ginger
Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY.

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

Pyeris
SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.
Aerated Water Manufacturers.
ESTABLISHED 1841.

For six years after the Armistice exceptional circumstances maintained a wholly unsound and artificial prosperity. Europe needed our coal and the Government seized the opportunity to fix the export price at seventy-two shillings a ton. Our neighbours writhed under it but had to pay as long as the "Ruhr adventure" held up production in that quarter. America was then indulging in the strike madness that afterwards spread to our own country.

The year 1924 marked the turn of the tide. European production in France, Belgium, and Germany was in full swing and coal was obtained at a great deal cheaper rate than in England. The Silesian coal mines captured the valuable Scandinavian market; the United States began to supply South America and Japan and India started to tap new sources of their own. It was at this moment that the Communist officials of the Mining Federation led the miners into the great strike of 1926. It failed both in its political and industrial objects, but many foreign markets were irretrievably lost and the industry has since had to reconsider its position and outlook. Fortunately modern chemistry is coming to its aid, and instead of being considered as a finished product coal will be increasingly regarded as the raw material from which tar, heavy oil fuel, fertilisers, dye stuffs and chemicals will be produced. Fortunately all these things are urgently needed by the modern world, but the days when there was an unlimited demand for British coal have already passed. Even for domestic purposes gas and electricity are preferred, while the steam plant is being superseded by either the oil engine or the electric motor in thousands of small and large workshops. For everybody, except those concerned in the coal industry the passing of this dirty, wasteful and cumbersome form of fuel is welcomed. In England, however, its production happens to be a staple industry, and the distilling plants and electric generating stations offer a smaller market than the hearths furnaces of the world.

The big human problem of reducing the army of miners is complicated by their traditions and their immense pride in their calling. They are the most prolific section of our population and every lad looks forward to the day when he shall join his father and elder brothers in the pits. The Government has started schools of trade instruction for young miners out of work and many have gone back to the land where a hard worker can always get a job. But the steady reduction of the labour supply is a big problem. Until ten years ago there was work for all, but now the position has been abruptly reversed. Looked at from the national point of view the mining population, with all their fine qualities, has always been a grave social problem and a smaller industry on a sounder industrial basis will be no loss to the country.

One Chinese case of enteric was reported on Thursday from Victoria.

Two further taxis of the new fleet were put on the road yesterday morning after passing the usual test by the Police.

Mr. Andrew Johnstone McClure, Clairmont, Lockerbie, Dumfries, late of Kobe, left personal estate in Great Britain valued at £54,428.

Major General E. Gibb is among the passengers from London by the s.s. *Khyber*, who are passing through the Colony to Shanghai.

The late Mr. Shem Jones, Hartington-road, Chiswick, late accountant of the Chartered Bank of India and China, left £24,204 (net personalty, £24,057).

Miss Irene Hart, whose engagement to Signor Nobile Carlo Alberto Stranco, secretary to the Italian Embassy in London, has just been announced, is a niece of the late Sir Robert Hart.

Captain Lalor, who was captured by Chinese pirates near Ichang and had to have a leg amputated after being held for ransom for several weeks, arrived in London on May 10th. He expects to undergo another operation shortly.

Three mongrel dogs belonging to Mrs. Tong On of No. 4, Minden Avenue, Kowloon, have been sent to the Mataukok slaughter house for observation on Thursday. One of the animals is said to have bitten the son of Mrs. Falmon, No. 24, Carnarvon Road.

A Chinese wharf searcher was admitted on Thursday night to the Kowloon Hospital suffering from a wound in the lower lip. He was struck by a compatriot with a bottle while on duty on the s.s. *Tsinan*. The police have detained two men in connection with the assault.

Three serious street accidents occurred on Thursday night; a Chinese woman was knocked down by tram car No. 33, a Chinese died after admission to hospital following being knocked down by a motor car in Des Voeux Road West, and a Chinese widow was injured by a public car in Wanchai.

Major General C. C. Luard, C.B., C.M.G. (O.C. South China Command) is now on two months leave, which he is spending in Saigon, accompanied by Mrs. Luard and Miss Luard. Col. R. B. Skinner, O.B.E., is now acting as General Officer Commanding the troops in Hong Kong.

OBITUARY.

THREE FUNERALS YESTERDAY.

SERVICE HONOURS FOR WARRANT OFFICER AND INDIAN SOLDIER.

There were two funerals at the Protestant Cemetery, Happy Valley, yesterday afternoon. One was that of a Warrant Officer of the Royal Navy who died at the Naval Hospital on Thursday, and the other of a European Warder of the Laichikok Prison who shot himself with a revolver. Earlier in the day another funeral took place in Kowloon of an Indian soldier who was accidentally killed during machine gun exercise, also on Thursday.

GUNNER ESSAM OF H.M.S. "WISHART."

Naval honours were accorded to Gunner (T) C.A.W. Essam, of H.M.S. *Wishart*, who died at the Royal Naval Hospital after a short illness. The deceased was 34 years of age.

A large number of Naval officers and men followed the coffin which was borne on a gun carriage by a party in charge of Lieut. Harland, of H.M.S. *Wishart*. A firing party was drawn from H.M.S. *Keppel* in charge of Mt. Steele of that vessel. Pall bearers were officers of the destroyer flotilla in harbour. At the close of the burial service, conducted by the Rev. G. H. Hewitt, Naval Chaplain, three volleys were fired over the grave followed by the sounding of the Last Post. Among those present were Commodore J. L. Pearson, C.M.G., Pay Commander Rogers, Captain E. C. O. Thompson (D. Third Flotilla), Lieut.-Commdr. Glenny, commanding H.M.S. *Wishart*, Officers of H.M.S. *Tamar*, and of vessels of the Third Flotilla and other units in harbour, and representatives of Chief and Warrant Officers' Club.

A wreath from the wife of deceased was buried with the coffin. Among other floral tributes were those from Commodore J. L. Pearson, Lieut.-Commdr. Glenny, Officers of H.M.S. *Wishart*, Captain D. (3) and Officers H.M.S. *Keppel*, Ship's Company, Chief and Petty Officers, Engine Room Department, Members of Nos. 4, 5, 6, 7, 9 Messes, Ldg. Stokers and Stokers, Torpedo Staff, of H.M.S. *Wishart*, H. Mann (H.M.S. *Wishart*), Captain and Wardroom Officers H.M.S. *Wanderer*, Captain and Officers H.M.S. *Verity*, Captain, Officers and Ship's Company, H.M.S. *Witherington*, Captain, Officers and Ship's Company, H.M.S. *Wolverine*, Wardroom Officers, H.M.S. *Veteran*, Commissioned and Warrant Officers 3rd Destroyer Flotilla, Commissioned and Warrant Officers' Club, Ship's Company H.M.S. *Wild Swan*.

(*Continued on next Column*).

Friends of Mr. J. W. Matthews, chief ship draughtsman at the Kowloon Docks, will be sorry to hear of the death of his little daughter Oliver, which occurred at Home on Thursday. The child went Home with her mother and sister last June. Deep sympathy will be felt for the parents in their bereavement.

Among the passengers arriving in the Colony yesterday by the s.s. *Khyber* were Lieut.-Col. Ponsonby, D.S.O., M.C., who will take over the command of the 1st Battn., the Queen's Royal Regiment, in succession to Lieut.-Col. R. G. Clarke, C.M.G., D.S.O., who left recently. Other Servicemen arriving in Hong Kong by the same ship were Comdr. K. E. Buckland, R.N., Capt. Ross Skinner, who was accompanied by Mrs. Ross Skinner.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.55 p.m., stated:—

The anti-cyc one remains over Japan. Pressure is relatively low in a trough extending from Indo-China to Guan.

Local Forecast:—E. wind, moderate, cloudy, some rain.

MR. J. W. STEPHENS.

The death of Mr. John W. Stephens, who was 31 years of age and had served for over seven years in the Laichikok Prison as a warder, took place at the Kowloon Hospital on Thursday night where he was taken shortly after he was found on the Club de Recreio football ground in King's Park with a bullet wound in the head. A service revolver was lying beside him. Deceased had been very depressed for some time, and his health had given his friends, much anxiety. There was a long search following his disappearance on Tuesday, and he was found as stated.

The Rev. W. Walton Rogers officiated at the funeral, which was attended by a large number of the European staff of the Victoria and Laichikok Prisons, Indian warders and civilians. Among those present were Mr. J. W. Franks (Superintendent of Prisons), Chief Warders J. M. McLeod and West, Messrs. Y. Robertson, G. L. Buchanan, Paice, Johnstone, Collins, H. Goldenberg, W. Saunders, A. Calvert, Lacey, Selby, Daniels, Joyce, Murphy, Sheriff, Brightman, Hudson, Mr. and Mrs. Merriman, Mr. and Mrs. Didear, Mr. and Mrs. Fuller, Mr. and Mrs. Foster, friends from the K.O.S.B. and Royal Artillery.

Deceased was Deputy Provincial Grand Primo of R.A.O.B., G.L.E. of China, and President of the Certifying Council, R. A. O. B., China. In addition to representatives from the various Lodges, who attended the funeral, many wreaths were sent, including one from Shanghai.

Wreaths were sent by Dan, Jim, Biff, Alf, and Harry, Pilo and Sutherland, European Staff of Victoria Gaol, European Staff of Laichikok Prison, Sikh Staff of Victoria Gaol, Central Sergeants' Mess, Hong Kong Police, Members of the R.A.O.B. Club, P.G. Lodge of China, R.A.O.B., Members of the R.A.O.B. the Far East Lodge No. 1297, Sir James Oxberry Lodge, R.A.O.B., Wellesley II. Lodge, R.A.O.B., Queen of the Fairies Lodge, R.A.O.B. (H.M.S. *Titania*), Members of the R.A.O.B. Sir James Oxberry Lodge No. 6943, Durban Lodge No. 5534, R.A.O.B., Prince George Lodge, R.A.O.B., Wanshien Lodge (Shanghai), R.A.O.B., Oriental Lodge, R.A.O.B., Club Boy Cheng, Mr. H. Goldenberg, Mr. C. Earnshaw, N. Lazarus (Mr. R. A. Cooper).

Mr. and Mrs. J. W. Franks, J. M. McLeod, West, Robertson, A. Calvert, Fuller, Merriman, G. B. Foster, S. Cressey, Hill, G. L. Buchanan and family.

INDIAN GUNNER'S DEATH.

FATAL MACHINE GUN ACCIDENT.

An accident occurred on Thursday on the Kowloon City rifle range, an Indian soldier being killed by a bullet from a Lewis machine gun. The deceased was Gunner Mohammed Khan, of the Hong Kong and Singapore Brigade, Royal Artillery. He was about 22 years of age and had served four years in the Army.

It appears that three machine guns were in use on the range and at the conclusion of the shooting one of the guns was being handled for cleaning. While this was being done a shot suddenly rang out. A live cartridge had remained in the breech unknown to the man who was handling the weapon. The bullet entered the back of Mohammed Khan, who was standing with a group of fellow soldiers a few feet away, and he dropped dead, shot through the heart.

The deceased soldier was buried at the Mohammedan Cemetery, Kowloon, yesterday. The body, carried in a bier draped with black cloth, was brought to the compound of the Whitfield Camp Barracks where a number of Indian soldiers in native dress took part in a religious ceremony conducted according to Mohammedan rites.

Before the bier was borne to the Cemetery, several beautiful wreaths were placed over it and many British officers also joined the procession.

DIVE FOR LIBERTY.

FOUR FRENCH FOREIGN LEGIONARIES.

ESCAPE FROM "ATHOS II" AT SINGAPORE.

ONE MAN DROWNED.

SINGAPORE, June 1st.

People assembled on the wharf in front of Number 11 godown, Tanjong Pagar, to say goodbye to friends leaving on the French mail steamer *Athos II* yesterday afternoon witnessed an exciting escape from the steamer by four German members of the French Foreign Legion.

The *Athos II* came in from Saigon yesterday morning. She had ninety men of the Foreign Legion on board, seventy being Frenchmen and the others Germans and other European nationalities. It appears that the Frenchmen were allowed to go ashore during the day, but the remaining twenty men were kept on board.

When the ship was leaving the wharf at about six o'clock, and was about fifty feet out into the channel, four men in full uniform jumped overboard. Three of them reached the wharf safely, two being hauled up by spectators and the other climbing up some steps. The fourth man never came to the surface after his dive overboard and it is thought that his coat came up over his head and prevented him from swimming. Two European spectators courageously dived in after him, but their efforts were fruitless. The body has not yet been recovered, and it is thought it may have been swept out with the steamer.

The other three men were taken into custody by the police on the wharf, but were released this morning, and it is understood that the German Consul-General is arranging for them to be sent back to Germany.

Experiences In The Legion.

Conversing with a *Straits Times* representative this morning, through the medium of an interpreter, the men spoke with great bitterness about their experiences in the Foreign Legion. Two of them served throughout the Great War, and they had the appearance of tough and hardened soldiers. All three men enlisted in the Foreign Legion in 1920, when they were living in the occupied territory of Germany and were unable to find other employment. They spent their first five years fighting in Morocco and Algeria, and conditions were so bad that they applied to be transferred to French Indo-China. They state that escape was out of the question in Northern Africa, and their one object in applying for a transfer was to find an opportunity for deserting.

Service In Indo-China.

They have spent the last two years in Tonking, and they complain that they were not soldiering at all, but were compelled to work on roads, in quarries, at bridge building, at brickmaking. The discipline was extremely strict, and the conditions of service generally bad. One thing of which they complained with particular emphasis was the alleged discrimination between the French and other members of the Legion. They quoted a case of a Frenchman who killed one of his comrades in a drunken brawl, and who was punished, they say, with fifty days imprisonment. If that man has been of any other nationality than French, they allege, the penalty would have been five years. At the time of their desertion they were being sent back to Algeria, and they were determined to escape during the voyage. They state that there are no Britishers amongst the Legionaries on board the *Athos II*, and the only one they have known during their term of service escaped in Casablanca.

There have been several other cases during the last few years of Foreign Legionaries deserting at Singapore.—*Straits Times*.

SERIOUS ALLEGATIONS AGAINST JAPAN.

COMPLICITY IN ATTEMPT ON CHANG TSO LIN.

BEHAVIOUR OF PATROLS BEFORE THE OUTRAGE.

CHANG TSO LIN'S DEATH AGAIN REPORTED.

Very serious allegations are made against the Japanese in a lengthy *Reuter* cable from Mukden. The story of the attempt to assassinate Marshal Chang Tso Lin is told, and it is alleged that the Japanese troops guarding the railway must have been privy to this attempt upon the Marshal's life.

It is pointed out that the extent of the destruction wrought be the explosion goes to prove that a powerful land mine was used, calling for several hours work in the fixing. It is almost impossible that this could have been carried out without the knowledge of Japanese patrols on the line.

The cable adduces further powerful reasons for believing that the whole attempt was a carefully planned and prepared plot to take the life of Marshal Chang Tso Lin, a far deeper laid and more elaborate scheme than was at first believed. The behaviour of the Japanese patrols before the passing of the train is also remarked upon.

Reports from the vernacular papers state that the Japanese Cabinet is resolved not to countenance these reports of Japanese complicity, and is prepared to take strong measures to refute them. It is again reported that Chang Tso Lin has died as a result of the outrage.

DETAILS OF THE ATTEMPT.

[THROUGH REUTER'S AGENCY.]

MUKDEN, June 8th.

Excitement among Chinese is growing owing to the strong conviction among all classes of Japanese complicity in the Chang Tso Lin outrage.

Apart from considerable loss of life among the bodyguards and coolies, the explosion killed or seriously injured at least half a dozen Northern leaders.

Among the dead are Wu Chun Sheng, Chang Chin Hui, Ho Feng Ling, Chao Hsin Po, and also Chang Tso Lin's youngest son. Mo Teh Hui and Yu Kuo Hon have been seriously injured, while Marshal Chang Tso Lin is believed to be dead, at least in the political sense.

Experts estimate that to obtain such destructive effects as totally to wreck three steel pullmann cars, a land mine containing at least 200 pounds of high explosive must have been lodged at the top of the granite pillar supporting the bridge on the South Manchuria Railway over which Chang Tso Lin's special train was crossing at the time of the explosion.

Timing that was accurate to the fraction of a second was necessary to ensure that the explosion should occur at the moment when Chang Tso Lin's car was passing. It is agreed that only electric ignition could be used. For placing a land mine six hours work is required and everything here shows the hand of the military sapper.

Witnesses declare that the place was closely guarded on the previous night and all passers by were kept at a distance. At day-break, however, the Japanese guards retired to bomb-proof log cabins, reinforced by earthen ramparts, of which three were within thirty yards of the scene of the outrage, one affording an ideal view of the approaching train.

Between daybreak and the time of the outrage, which was 5.47 a.m. on Monday morning, there was insufficient time for installing a land mine.

Japanese reports of an explosion caused by hand grenades thrown into the carriage on a bomb placed under it are untenable in view of the havoc wrought, while it is an acknowledged fact that Japanese guards shot two Chinese loiterers at 3.30 that morning in the vicinity of the outrage, and they acknowledge that they withdrew the guards prior to the train passing.

(*Continued on next Column*).

FEELING AGAINST JAPAN.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 8th.

The Fengtienese people and officials are excited to a high pitch of indignation against Japan as a result of the recent bomb outrage which is alleged to have been plotted by Japanese. An anti-Japanese wave of feeling is spreading throughout the Three Eastern Provinces.

CHANG TSO LIN'S DEATH.

(*Wah Tsz Yat Pao*).

SHANGHAI, June 8th.

According to a *United Press* report appearing in the *Sin Wan Pao*, a leading Chinese paper, Marshal Chang Tso Lin has been undergoing medical treatment in hospital for the last few days from both Chinese and Japanese doctors. He passed away yesterday.

JAPAN'S RESOLUTIONS.

(*Wah Tsz Yat Pao*).

SHANGHAI, June 8th.

The Japanese Government called a Cabinet meeting recently to discuss the proper action to be taken to deal with recent events occurring in Northern China. Three resolutions were passed as follows:

(1) The Japanese Government refuses to countenance the report that the recent bomb outrage taking place in Fengtien was plotted by Japanese. A commission will be organized to investigate the affair. If the Chinese authorities still hold the Japanese Government responsible for the incident and encourage anti-Japanese feeling, the Japanese Government will take what steps it considers necessary to combat this action.

(2.) The whole strength of Japanese troops now in Manchuria is quite sufficient to deal with the present situation and in the event of more troops being urgently needed, an additional force will be despatched there at a moment's notice.

(3.) The Japanese Government insists that Japanese interests and rights in Manchuria and Mongolia be fully protected.

All this suggests the advisability of the enquiry, announced by the Japanese authorities to-day in order to clear them from these Chinese charges of complicity, or at least of culpable negligence in connection with the outrage.

MUKDEN'S LOST POWER.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 8th.

The leading vernacular papers to-day deal almost exclusively with the Manchurian situation, and express concern lest disturbances break out as the result of Mukden's decline of influence, which is regarded as inevitable whether Chang Tso Lin dies or recovers.

The newspapers are unanimous in expressing a desire for the maintenance of peace and order in those regions and do not mind whether it is maintained by the Southerners, the Manchurians, or any other faction as long as it is maintained.

ATTEMPT ON CHANG TSUNG CHANG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 8th.

Although details of the attempt are not available, a report from Tientsin states that an attack was made on Marshal Chang Tsung Chang in an attempt to assassinate him on Wednesday afternoon.

General Chang Tsung Chang, as far as can be ascertained, escaped without injury. Two of the assailants have been arrested.

Five Shots Fired.

At attempt was made to assassinate General Chang Tsung Chang by a plain clothed man on Wednesday afternoon. The man fired five shots at the General but all missed. He was afrested on the spot.

FIGHTING NEAR TIENTSIN.

ARTILLERY NORTH OF CITY.

AMERICAN 'PLANE BROUGHT DOWN?

[THROUGH REUTER'S AGENCY.]

TIENTSIN, June 8th.

Fighting has broken out at Koku, eighteen miles from Tientsin on the Haiho River, with intense rifle fire, severing communication with Tangku.

The Northerners have placed artillery to the north of the city, indicating that they intend to make a stand.

A later message from Tangku states that Chang Tsung Chang has consolidated his position on the north bank of the river, and firing has ceased. It is strongly rumoured that an American 'plane was brought down while flying over the scene of the battle, but this cannot be confirmed.

Sun Chuan Fang left for the north yesterday.

FENG'S BID FOR TIENTSIN.

[THROUGH REUTER'S AGENCY.]

PEKING, June 8th.

Marshal Feng Yu Hsiang's intention to seize Tientsin, if this is possible, was shown openly to-day when a large body of his forces reached Lanfang, mid-way between Peking and Tientsin on the Peking-Mukden Railway.

The troops have interrupted all communication between the two cities, including the telegraphs, telephones and the railway.

TO ENTER PEKING.

[THROUGH REUTER'S AGENCY.]

PEKING, June 8th.

A small force of Shansi troops arrived at Nanyuan, close to Peking, yesterday afternoon.

Almost immediately afterwards, large detachments of Kuominchun troops (Feng Yu Hsiang's) entered the town also.

It is estimated that at least 30,000 Nationalist troops, Shansi and Kuominchun, are now at Nanyuan.

After a conference between the various leaders, it was arranged that a Shansi brigade of disciplined troops will enter Peking to-morrow (8th), while the Kuominchun forces will not approach inside ten *li* of Peking for the time being, or pending further orders from Marshal Feng Yu Hsiang.

General Pao Yu Lin, who remained in Peking with a Brigade of Fengtien troops, has now withdrawn from Peking.

SOONG'S FINANCE SCHEME.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 8th.

Yesterday a report to hand said that Mr. T. V. Soong had drawn up a plan for the issue of a series of public bonds to the amount of $4,000,000.

A further report received to-day says that he has abandoned his original scheme and decided to float an internal loan to the extend of $40,000,000, on the security of the Oil Monopoly throughout the country.

B. & S. STEAMER FIRED ON.

SHIP'S GUARDS REPLY.

[NAVAL WIRELESS.]

HANKOW, June 8th.

Coming down the river towards Ichang to-day, the Butterfield and Swire steamer *Kintang* was fired on heavily from the bank of the river.

Fortunately, no casualties occurred on board.

The armed guard which have been placed aboard all British ships in view of the continual attacks along the river in the region of Ichang replied to the fire, with what result it has not been ascertained.

The latest incident occurred about 77 miles above Ichang.

MESSAGE FROM "ITALIA"?

CRUSHED AGAINST MOUNTAIN.

SEVERAL INJURED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 8th.

Messages which are alleged to come from the *Italia* continued to be heard in America. The latest is reported to have been received by an amateur wireless enthusiast at Altoon and reads "S.O.S. Nobile no shelter except remains of *Italia* which crushed against mountain. Position 48 degrees 15.10 North, 15 degrees 20.40 East. Temperature freezing, rush food, all alive, several injured. Heard no calls. Be on air again 6 o'clock G.M.T. S.O.S. Nobile."

Supply Ship Answered.

[THROUGH REUTER'S AGENCY.]

ROME, June 8th.

It is understood that signals from the stranded airship *Italia* have been picked up by the supply ship *Citta de Milano* in the course of the latter's regular periodic wireless calls to the missing dirigible.

A Milan message says that the Chairman of the Nobile Relief Committee has announced that he has heard from the s.s. *Citta de Milano* that the vessel has succeeded in re-establishing wireless communication with the *Italia*.

No Answer Received.

KINGSBAY, June 8th.

Despite incessant calls, no reply has been picked up from the *Italia*. It is feared therefore that the signals picked up by the *Citta di Milano* did not emanate from the airship.

PRINCE CAROL'S LIFE ABROAD.

WIFE ASKS FOR DIVORCE.

DIGNITY OF MARRIAGE.

[THROUGH REUTER'S AGENCY.]

BUKHAREST, June 8th.

Princess Helen, with the approval of the Regency Council, has petitioned the Court of Appeal for a divorce from her husband, the ex-Prince Carol, on the ground of "grave injury" caused her by Prince Carol's life abroad, "which is incompatible with the dignity of marriage."

JAPAN'S SEAMEN'S STRIKE.

NO DECISION YET.

[THROUGH REUTER'S AGENCY.]

OSAKA, June 8th.

The latest returns show that the seamen's strike is holding up 304 ships. The mediators have not yet arrived at a decision.

GREAT POPULARITY.

EVERYWHERE OVER-SUBSCRIBED.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 8th.

The domestic portion of the Tokyo Electric Light Company loan, amounting to 60,000,000 yen has been over-subscribed nearly twenty-three times.

U.S. Portion Over-Subscribed.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 7th.

The American portion of the Tokyo Electric Light issue was heavily oversubscribed to-day.

SILK FILATURE STRIKE SPREADS.

CHAPEI WORKERS JOIN.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 8th.

Chapei filature workers have walked out, making a total of 35,000 hands on strike.

NAVAL MANŒUVRES DISASTER.

MINE EXPLODES AT KIEL.

[THROUGH REUTER'S AGENCY.]

KIEL, June 8th.

A mine exploded on a mine-layer during mine-laying manœuvres in the harbour. Six marines were killed and four wounded.

ATTACK ON BARON TANAKA.

WORKMAN WITH A DAGGER.

ASSASSIN ARRESTED.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 8th.

An attempt to assassinate Baron Tanaka, the Japanese Premier, was frustrated this morning when the Premier arrived at the Uyeno Station on his way to a Party Conference.

A man wearing workman's clothes suddenly dashed towards Baron Tanaka with a dagger in his hand, and tried to stab the Premier, but the attempt failed, thanks to the speedy intervention of the police and the Premier's bodyguard.

The would-be assassin was arrested immediately.

TOKYO, June 8th.

It is learned that Mr. Matsumura, a member of the Diet, who was walking beside the Premier, was stabbed in the leg, while a detective was slightly injured when the would-be assassin attempted to murder Baron Tanaka this morning.

As a result of investigations the Home Office officials declare that no political importance is attached to the assault on the Premier. It is expected that the assailant will be charged as a common criminal with attempted murder.

The Assassin.

Investigations show that the Premier's would-be assassin was a dealer in secondhand goods and interested in politics. His attempt to murder Baron Tanaka was apparently due to indignation at the Premier's alleged action in appealing to the Emperor in connection with the Cabinet re-organisation last month. Two suspected accomplices are undergoing examination, but a third escaped.

Government Policy.

Despite the incident the Premier proceeded to Utsunomiya at the scheduled time and spoke before the local party convention, outlining the Government's policies.

He admitted that it was impossible to foretell developments in the China situation, and emphasised the fact that it matters little to Japan whether North or South is victorious.

Referring to Communistic activities he expressed great concern at the entry of radicalism into Japan and asserted that the Government would deal severely with extremists. It may be recalled that this is the second attempt on Baron Tanakas life. The first was in 1922 when a Korean tried to assassinate him in Shanghai when he was returning from a visit to the Philippines.

TRAFFIC IN DANGEROUS DRUGS.

REPORT ACCEPTED.

GENEVA OPIUM CONVENTION.

[THROUGH REUTER'S AGENCY.]

GENEVA, June 8th.

The Council has adopted the Advisory Committee's report regarding the traffic in dangerous drugs. In the course of the report it is announced that the Netherlands and Canada have ratified the Geneva Opium Convention of 1925, thus completing the Hague Convention of 1912.

The required number of ratifications thus obtained enables the Convention to be enforced immediately.

BIG CAPITAL FOR OIL.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 8th.

A message from Bogota, Columbia, states that the Lower Chamber has passed the first reading of a Bill authorising the raising of $200,000,000 capital by the Columbia National Petroleum Company.

LAST LAP FOR "SOUTHERN CROSS."

N.S.W. GENEROUS GRANT.

[THROUGH REUTER'S AGENCY.]

SYDNEY, June 7th.

The Government of New South Wales has decided to make a grant of £2,500 to the "Southern Cross" fliers, Capt. Kingsford Smith and Mr. Charles Sulm, towards the expenses of their brilliant pioneer flight from America to Australia.

SUVA, Fiji, June 8th.

The "Southern Cross" has left for Brisbane.

THE ROYAL INDIAN MARINE.

GOVERNMENT ACTION.

DISCIPLINE BILL REJECTED.

[THROUGH REUTER'S AGENCY.]

SIMLA, June 7th.

Owing to the Legislative Assembly having negatived by one vote the Indian Naval Discipline Bill, the Indian Government has decided, in consultation with His Majesty's Government, to proceed under the limited powers of the existing law to complete the reconstruction of the Indian Marine which has been progressing for the past two years.

The force will be called the Royal Indian Marine and will become a combatant force limited to Indian waters, but at the disposal of His Majesty's Government in the case of emergency.

One commissioned vacancy in three, both in the Executive and Engineer branch, will be reserved to Indians in open competitive examination.

The change to combatant status will render the enrolment compulsory instead of optional for lower ranks of the Service.

DUTCH RUBBER SCHEME.

STRICTLY CONFIDENTIAL.

NO INFORMATION FOR HOUSE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 7th.

The rubber valorisation scheme proposed by Herr Kloppenburg, the well-known Hague banker, was referred to in the House of Commons to-day in a reply to a question by Sir Frank Nelson. Capt. H. D. R. Margesson for Lieut.-Col. L. C. M. S. Amery, said that the scheme had been submitted to the Dominions Secretary with a request that he treat it as strictly confidential.

Consequently, it was impossible to give any information.

FRENCH GOVERNMENT POLICY.

STABILISATION HOPES.

REPRESSION OF COMMUNISM.

[THROUGH HAVAS AGENCY.]

PARIS, June 7th.

The new Government has issued a Declaration which summarises the important problems left undecided, and declares that conditions are such that financial rehabilitation may be continued in a serene atmosphere.

It is pointed out, therefore, that France has to keep together all the factors indispensable to the success of the endeavours towards stabilisation.

French frontiers, it says, cannot be left open, but nobody can doubt the peaceful intentions of France.

Concerning Communism, the Government declares that repression will be resorted to where necessary to protect law and order.

M. Poincare, the Premier, addressing the Chamber to-day, indicated that the stabilisation of the franc will not be long delayed. He did not reveal the date, but merely asked the Chamber for trustful collaboration towards financial restoration and in proposed social reforms.

LATEST ATLANTIC ATTEMPT.

HINDERED BY FOG.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 7th.

The "Miss Columbia" returned to Curtiss Field after being in the air for over six hours. The fliers said that they were "unable to find their way to Old Orchard owing to fog."

FURTHER SHOCKS IN CORINTH.

DAMAGED HOUSES FALL.

[THROUGH REUTER'S AGENCY.]

ATHENS, June 7th.

A number of houses which were damaged during the April earthquakes at Corinth have collapsed as the result of a new shock. The inhabitants are panic stricken.

A terrible pall of smoke is hanging over the town, and it is believed that this is due to a volcanic eruption.

The shock was severe and it was felt in Athens.

RATING VALUATION.

SECOND READING GIVEN.

[THROUGH REUTER'S AGENCY.]

After further discussion of the Rating Valuation Apportionment Bill, which provides for the rating relief to producing industries as outlined during the Budget Debate, the House of Commons to-day rejected Mr. Philip Snowden's amendment by 308 votes to 140.

A second reading was then granted.

SCOTLAND YARD METHODS.

LONG EXAMINATION OF MISS SAVIDGE.

SOLICITOR'S DUEL WITH POLICE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 7th.

The tribunal investigating Scotland Yard methods in the interrogation of Miss Irene Savidge, following the dismissal of the charges against Miss Savidge and Sir Leo Chiozza Money, was occupied for five and a half hours to-day in hearing the evidence of Miss Savidge.

Inaccurate Account.

To-day Miss Savidge was subjected to examination and cross-examination, in the course of which she declared that the Police account of her examination at Scotland Yard made her say things she had not said.

Sir Patrick Hastings, K.C., who is counsel for Miss Savidge, stated that Inspector Collins demanded the right to question Sir Leo Chiozza Money without interference by his solicitor.

Mr. Syrett, Sir Leo's solicitor, replied that he would not allow Inspector Collins to put questions to Sir Leo Money such as he had put to Miss Savidge.

Officer And Solicitor.

Inspector Collins was very angry, said Sir Patrick, and subsequently, Mr. Syret received a communication, dated May 17th, from the Director of Public Prosecutions saying that he would insist upon Sir Leo Chiozza Money answering questions without interruption from Mr. Syrett.

Replying Mr. Syrett wrote suggesting that in view of the debate in the House of Commons in regard to the whole affairs, the Director of Public Prosecutions might like to modify the terms of his letter.

A Lot To Learn.

The Director in reply, said Sir Patrick, agreed that the debate created a different position.

Mr. Syrett, Sir Leo's solicitor, gave evidence before the tribunal and told how Inspector Collins had said he had yet to learn that police officers were not entitled to question people without consulting their solicitors.

"I told him he had a lot to learn yet," commented Mr. Syrett amid considerable laughter.

The tribunal, which consists of Sir Eldon Bankes, Mr. J. J. Withers, Conservative M.P., and Mr. Lees Smith, Labour M.P., adjourned after this evidence.

MECHANICAL SHOP ASSISTANTS.

TALKING ROBOT INVENTED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 7th.

A new Robot talking automaton, said to be so nearly human that it can deliver goods to customers in shops and even repeat phrases, is now being manufactured by the Remington Small Arms Company.

A new Corporation, with a capital of $25,000,000, is being formed by a combine of the leading automatic purchasing companies. To market the Robot.

THE ARCHBISHOP OF CANTERBURY.

HINTS OF RESIGNATION.

[THROUGH REUTER'S AGENCY.]

LONDON, June 7th.

The Archbishop of Canterbury, presiding at the Canterbury Diocesan Conference, foreshadowed his resignation when he said that the Seventh Lambeth Conference in 1930 would not be under his chairmanship.

THE POLAR ROUTE TO AMERICA.

STEFANSSON'S PROPHESY RECALLED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 7th.

Sir George Wilkins, the famous Polar explorer, and the Norwegian Lieutenant Eielson, who accompanied him on his recent flight over the North Pole, were the guests of honour to-day at a luncheon at the Savoy Hotel given by the British Government.

Sir Samuel Hoare, the Air Minister, in the course of a speech, recalled the prophecy of Stefansson that the future regular route from Europe would pass over the North Pole.

TENNIS LEAGUE.

FILIPINOS WITHDRAW.

TO-DAY'S PROGRAMME.

The Filipino Club, who this year entered the League for the first time and joined the "C" Division, has now formally withdrawn. No reason is known for their action and it may be due to the fact that their members are more interested in Baseball than Tennis. They are a small, but sporting community in Hong Kong and in view of the approaching Baseball League season, they naturally find it hard to fulfill the two engagements on Saturday. Their withdrawal will not greatly effect the League as they were well below the standard of the leading clubs.

Another interesting programme is again on the cards for to-day in the three Divisions. In the "A" Division the Indians are receiving the Chinese Recreation Club on the Sookonpoo courts. In the past these two teams have rivalled each other for honours and each can claim its victories at times. Competition between them started in 1921 when the Chinese won. The Indians proved superior in 1922, 1923 and 1924, but the Chinese triumphed in 1926 and 1927. Up until last year it had always been a fight between them, but now the Chinese are overwhelmingly stronger and unless something very extraordinary happens they will win. The Indians despite desertions from their side have joined the "A" Division but are considered too weak to bid seriously for honours. The match between M.B.K. and Craigengower in the same Division should be productive of some very fine play. Both are about the same strength and a close score is expected. University play the Hong Kong Cricket Club in the third match of the Division. Dr. Tottenham and F. A. Redmond who are fresh from the Interport at Shanghai will be at the service of the former again, but the University are still weakened by the absence of K. T. San, Chong Tuck Wing and Lim Peng Chin. The Club will, in all probability, win.

In the "B" Division, the best match should be seen between South China and the Indians. The former whose team is composed of the same six as last year, have shown up very well this season and will no doubt be a match for the Indians. The holders meet the M.B.K. and are expected to win easily.

The full list of matches is as follows:—

"A" Division.

M.B.K. *v.* Craigengower.
Indian R.C. *v.* Chinese R.C.
University *v.* Hong Kong C.C.

"B" Division.

Chinese R.C. *v.* M.B.K.
Hong Kong C.C. *v.* University.
South China A.A. *v.* Indian R.C.
Kowloon C.C. *v.* Recreio.
Craigengower *v.* Nippon.

"C" Division.

Chinese R.C.—1st *v.* R.A.O.C.
Hong Kong C.C. *v.* South China A.A.
Recreio—2nd *v.* Indian R. C.
Kowloon C.C. *v.* Chinese R.C.—2nd.
R.A.M.C. *v.* Nippon.
Kennedy Road M.Q. *v.* Y.M.C.A.
Civil Service v. Kowloon Indians T.C.

LEAGUE TABLE.

Below are the League Tables to date of the Clubs competing in the three Divisions. In the "C" Division, the matches with the Filipino Club have been cancelled.

"A" Division.

	P.	W.	L.	Pts.
Chinese R.C.	2	2	0	2
Hong Kong C.C.	2	2	0	2
M.B.K.	2	1	1	1
University	2	1	1	1
Craigengower C.C.	3	1	2	1
Indian R.C.	1	0	1	0
Kowloon C.C.	2	0	2	0

"B" Division.

	P.	W.	L.	Pts.
Chinese R.C.	2	2	0	2
Recreio	2	2	0	2
Indian R.C.	2	2	0	2
South China A.A.	2	2	0	2
Hong Kong C.C.	1	1	0	1
Nippon Club	2	1	1	1
University	2	1	1	1
Royal Engineers	1	0	1	0
M.B.K.	2	0	2	0
Kowloon C.C.	2	0	2	0
Craigengower C.C.	4	0	4	0

"C" Division.

	P.	W.	L.	Pts.
Chinese R.C. 1st.	3	3	0	3
Kowloon C.C.	3	3	0	3
South China A.A.	2	2	0	2
Chinese R.C. 2nd	2	2	0	2
R.A.M.C.	3	2	1	2
Recreio 2nd	1	1	0	1
Kennedy-rd. M.Q.	3	1	2	1
Hong Kong C.C.	2	1	1	1
Nippon Club	2	1	1	1
Civil Service C.C.	2	1	1	1
Recreio 1st	1	0	1	0
Kowloon Indian T.C.	3	0	3	0
R.A.O.C.	2	0	2	0
Y.M.C.A.	3	0	3	0
Indian R.C.	2	0	2	0

BASEBALL.

SEASON COMMENCES TO-DAY.

BETTER SEATING ACCOMMODATION PROVIDED.

[BY C. L. C.]

Ball fans will be glad to learn that the baseball season commences this afternoon at 4 p.m. The venue is the same as last year at Happy Valley.

I understand that the matshed is larger than the one provided for the public last year. The Baseball Association has taken great pains this summer to provide better accommodation for the spectators.

There are two divisions of the League this season, but I am sorry to say a great gap is left by the Japanese withdrawal from the tournament. The Nippon players have certainly won the admiration of the public for their gameness and the sporting way in which they always played. Their retirement from the League was brought about by the present anti-Japanese feeling among the Chinese.

Personally I think the Japanese have taken a wise step in not playing this summer. There is no doubt that the Chinese players are all good sportsmen and the Japanese need not fear any bad feeling from that source, but there still remain the rowdy elements who go to Happy Valley every week-end to watch the games. Even at the best of times, the Chinese spectators had never expressed much friendship with the Japanese, who are the closest rival to the South China team. There were several occasions when Japanese players were pelted with stones, and under the present circumstances, the rowdy class of Chinese spectators would not allow the game to be worth playing for either side.

The First Division.

With the Japanese out of the League and the Club de Recreio giving up baseball, there now remain only three teams contending for honours in the first division. They are the American, The Filipino and the South China Dragons.

The Filipino crew, I understand, is augmented by two or three good players who donned the Portuguese uniform last summer. It is also probable that they might get Y. Hachiuma to serve behind the plate. This should improve the team considerably, and the victorious Dragons of last season will have to look to their laurels.

The American pack has also been strengthened. Who the new players are, I have not been able to find out. However, the team is quite optimistic, and even if they fail to come out top they will certainly make a good showing.

The Second Division.

The season opens to-day with the second division taking the field. The Senior teams will not be in action until June 16th.

To-day's game will be between the South China Juniors and the Kaoris. If the South China Juniors are the same team as the Tigers of last season, they should undoubtedly win.

To-morrow the China Athletics and the South China Scouts will take the field.

In addition to the four teams mentioned, there are two other teams in this league. They are the Young Men's Baseball Club and the St. Joseph Alumni.

WINNER OF £250,000 FOUND.

MR. W. H. WEBB OF CALCUTTA.

WIRELESS NEWS OF LUCK.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, June 7th.

It is now definitely understood that the Calcutta Sweep has been won by Mr. W. H. Webb, an Anglo-American member of the staff of the Turner, Morrison Company, Calcutta.

It is definitely stated that he drew Felstead.

At the moment, Mr. Webb, who is fifty years of age, is at sea between Colombo and Singapore on his way to Siam, where it was his intention of spending a holiday.

The Shipping Agents have wirelessed him the news of his wonderful fortune.

THE OAKS.

FAVOURITE SECOND.

[THROUGH REUTER'S AGENCY.]

The Oaks, run at Epsom over a course of 1½ miles, resulted as follows:—

1. Toboggan.
2. Scuttle.
3. Flegere.

BETTING:—Toboggan 100/15; Scuttle Evens; Flegere 100/9.

Won by four lengths. Six lengths between second and third.

DAVIS CUP TENNIS.

ONE MATCH TO BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 7th.

The contest between Great Britain and Germany in the third round of the Davis Cup Competition opened at Birmingham to-day, though rain interfered, and only one singles match was completed.

Britain drew first blood, E. Higgs defeating H. Moldenhauer by three sets to two. The scores were: 6-4, 4-6, 6-2, 0-6, 6-4.

Gregory (Britain) beat Froitzheim 6-4, 4-6, 6-0. At this point the German player was forced to retire owing to an injured foot.

WORLD'S HEAVYWEIGHT TITLE.

HEENEY TO FIGHT TUNNEY.

DATE AT END OF JULY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 7th.

Mr. Tex Rickard, the boxing promoter, announced to-day that arrangements have been completed for a bout for the world's heavyweight championship between Gene Tunney, the holder, and Tom Heeney, the New Zealander, at the Yankee Stadium, New York, on July 28th.

DR. BARNARDO'S HOMES.

ANNUAL MEETING.

In the absence of the President, H.R.H. the Duke of York, Mr. William McCall, Chairman of the Council, presided over the Annual General Business Meeting of Dr. Barnardo's Homes: National Incorporated Association on May 9th.

The report showed that up to the 31st December last, 104,136 children had entered the Homes. 17,915 children and young people were dealt with during the year.

The new admissions in 1927 totalled 2,025, 1,648 being permanent admissions and 377 temporary. Nearly 80 per cent. of the children came from the Provinces and a little over 20 per cent. from the Metropolis. On an average 5 children come in daily. The children were admitted from almost every county in the Kingdom through the various Ever-Open Doors which are open for the reception of destitute childrem at any hour of the day or night. The average number of children in residence throughout the year was 7,716. Included in this large family were 1,203 babies and toddlers under 5; 422 crippled, invalid, blind, deaf and dumb, physically afflicted or sick children. 1,067 boys and girls were under industrial and technical instruction in workshops and workrooms. 2,189 young people were placed out during the year. 29,661 had been migrated to Canada and Australia and the Overseas Dominions up to the end of 1927.

The Homes consist of 170 separate cottages, households and Branches all over the Kingdom, in addition to hundreds of boarding-out centres in rural districts.

The Charter of the Homes is "No Destitute Child Even Refused Admission." There is no red tape; no waiting list; and no voting system. The need of the child is the only consideration. The Homes rescue the Nation's children, nurture, care for and train them, and give them back to the country as useful citizens, healthy patriotic and strong.—In other words they are turning C.3 children into A.1 citizens.

The Home Secretary, presiding over a mass meeting of the Homes last year, speaking as one officially responsible for the inmates of the Industrial Schools and Reformatories of the land, said "I am here to-day to say, and to say to the people of England at large, that there is no better way of decreasing my family and of keeping boys and girls out of the Reformatory and Industrial School than by supporting institutions like Dr. Barnardo's Homes. As Home Secretary, I thank God for Dr. Barnardo's Homes."

The income for the year from all sources, ordinary and special, amounted to £521,514 and the expenditure to £521,499.

WIFE "SOLD FOR £250."

STRANGE ALLEGATIONS OF WHITE SLAVERY.

DAUGHTER CLAIMED.

Astonishing allegations by a woman who stated that her husband sold her into "white slavery" for £250 at Buenos Aires were heard in a case at Lambeth County Court.

She stated that on one occasion she escaped, but according to the law of the land she was forced to return. She obtained her release, she said, after the house in which she lived was raided.

The case was one in which Mr. Pritchard, barrister, appeared for Mrs. Ali Thabeth, wife of a Mohammedan seaman, of Christina-street, Cardiff, who sought the custody of her seventeen-year-old daughter, at present in charge of the Church of England Incorporated Society for Providing Homes for Waifs and Strays, Old Town Hall, Kennington, Lambeth.

Mr. Pritchard asked that the name of the child should be suppressed, and Judge Hargreaves agreed.

Sworn Affidavit.

Mr. Pritchard stated that he would open the application by reading the sworn affidavit of Mrs. Thabeth, who said that she had asked the society for the return of her daughter, but this had been refused. The affidavit added:—

She was married to Samuel Vizar, a Polish Jew, on July 30th, 1910, at Cardiff. They lived together at Tudor-road, Cardiff, and the child was born on February 9th, 1911.

In August 1911 Vizar, on the pretence of visiting his brother in Rosario, sailed with her and the baby from London. They landed at Buenos Aires, and there he took her to what she thought was a large hotel and sold her there to white slave traffickers for a sum of money.

She refused to submit to the life she was expected to live, but owing to torture, starvation, and threats that if she did not submit the baby would suffer she was forced to yield.

She escaped after a number of months and made her way to the house of Mr. Truscott, a Methodist missionary, where she was employed as a domestic servant.

Vizar came to the house with two detectives and said that according to the law of the land she must go with him, as she was his lawful wife.

Mr. Truscott had no alternative but to give way, and she was returned to the establishment. Her husband took her baby away and said that if she refused to submit the child would suffer "even unto death."

She submitted for the sake of her child, hoping that she would meet some Englishman through whom she could get into touch with her parents. She, during this time, was closely guarded and not even allowed to see daylight.

One day she came into contact with an engineer from South Wales, serving in a British ship, who knew her parents. Through him the establishment was raided by detectives, and she was found hiding in an upper room of the building and taken into custody. She then communicated with the British Consul, and went to a nunnery in Buenos Aires.

The people in the convent advised her to return to England in case her husband and his confederates took her back to the establishment. She refused to leave the country without her baby, who was eventually returned to her in a poor state of health. She then obtained a post in a ship, the *Highland Rover*, of the Nelson Line, as stewardess, through the efforts of Canon Carney, and worked her passage back to England.

She sent in a form on August 7th, 1912, asking the society to take over her child. This was done, and then she worked as a domestic servant in a number of places, until her marriage—she believed her other husband had died—on January 31st, 1918, at Newport Register Office, to Ali Thabeth, a Mohammedan seaman.

They were now living together at Christina-street, Cardiff, where they were keeping a boarding house for Arab seamen only.

There were no children of the second marriage. Her husband had converted the front of one of his two houses into a grocery shop, and was willing that her daughter should act as manageress at the shop.

Mrs. Thabeth, a middle-aged woman, said in answer to Mr. Pritchard that her husband was an Arab.

She stated, in describing her experiences, that when she was taken to the establishment she was sold for £250.

Mr. Pritchard: Why did you send your daughter to this institution?—Because I had no means of keeping her.

Mrs. Thabeth said that her present husband was a good man.

(Continued on next Column).

Visits To Home.

Mr. Pritchard: Have you visited your daughter at the home?

Mrs. Thabeth: Yes. She was always asking me when I would take her home.

Mr. W. R. Warren, for the society, cross-examining Mrs. Thabeth, asked her whether Christina-street was anywhere near Cardiff Docks.

"Yes, sir," she answered.

Mr. Warren: Are Cardiff Docks frequented continually by foreigners?—Yes, and by English people.

As a maater of fact your husband is a Mohammedan?—Yes.

You have these two houses in Christina-street next door to one another?—Yes.

"Private Apartments."

You live in one of them?—I have my own private apartments.

Are both houses used for accommodating lodgers?—Yes.

Is there a communication door between the two houses?—Only at the back. It has nothing to do with the shop.

I am not asking you that. Can you get from one house to the other?—Oh, yes.

Both are six-roomed houses, and in one of them four of the rooms are used as bedrooms?—Yes.

Is that the house in which you and your husband live?—No, that is over the shop.

I suppose that you and your husband occupy one bedroom?—Yes.

And three other bedrooms are occupied by lodgers?—Yes.

Are those lodgers for the most part Arab seamen?—Yes, they are.

It has become a pretty profitable undertaking?—Yes, that is right.

How long do these foreign lodgers stay with you at one time?—Maybe a week, maybe only a few days. It depends when their ship leaves.

If your lodgers want refreshments with their food where do they get it?—Total abstainers, all of them, sir.

Oh, come, this is very refreshing, all the Arabs total abstainers.

Mrs. Thabeth said that from 1913 to 1918 she used the name of Miller. Questioned whether she had used other names, she broke down and for a few moments sobbed in the witness-box.

Mrs. Thabeth then said that at one time she went under the name of Sol.

What nationality is he?—Mauritius.

Did you live with him?—Yes.

How long were you living with him?—About twelve months. He was often away at sea.

And there were other men?—Oh, no, sir.

Did you go through a form of marriage with Sol?—Yes.

What year was that?—I cannot remember.

When living with this coloured man in 1916, you were writing to the society asking for your child to be taken over by you?—Yes.

What means had you in 1916 of supporting her?—None whatever.

Mr. Warren: When did you visit the girl last?—Only yesterday.

Am I right in describing her as being in a lovely home with beautiful grounds and several servants?—Yes.

Your daughter is the third housemaid?—I don't know.

She has been in the society's custody for seventeen years, and nothing has ever happened to her?—Yes.

Mr. Pritchard then called the name of the girl, but the judge, interposing, said, "I propose to see the daughter in my retiring-room."

A neatly dressed girl rose from the body of the court and followed the judge and counsel into an inner room.

The judge returned to court later, and asked Mr. Pritchard if he wished to put any questions to the girl which he had not already done during the private consultation.

Mr. Pritchard: I am content to leave it to you.

The judge: I have had a talk with Miss ——, and without the slightest hesitation I refuse the application.

Mrs. Thabeth, who was sitting in the court, burst into tears when she heard the judge's decision.

PARIS DOG RACING.

WOMEN OWNERS AT FIRST MEETING.

PARIS.

Greyhound racing with the electric hare became remarkably popular when the first meeting ever held in France took place at the Parc des Princes, Paris.

Women especially were warmly enthusiastic about it, and stage stars were foremost among them. Princess Philippe de Bourbon, Mlle. Mistinguett (the actress), Lady Jerningham, Lady Teynham, Mlle. Parysis, Mme. Letellier, and Mme. Yves Rolande Mirande were among the women owners whose dogs, all imported from England, competed, and Princess Philippe de Bourbon won a 500 yards flat race with her dog Border Granger.

M. René Fonck, the airman, and Sir Henry Jerningham were among the men owners.

There are now nearly 400 greyhounds in France, and meetings are to be held in Paris three times weekly pending the decision of the Senate with regard to the authorising of totalisator betting.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KHYBER."

ARRIVED HONG KONG ON 8TH JUNE, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary SIX hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 23th June, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 8th June, 1928. [6355

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "TAKADA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 15th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 5th June, 1928. [6338

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "SAARBRUECKEN" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 12th of June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 11th of June, 1928.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO., Agents:

NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 5th June, 1928. [6339

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 4th June, 1928. [6336

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "TAKLIWA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 9th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.

Hong Kong, 2nd June, 1928. [6335

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "VOGTLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th June, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 8th June, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before 23rd June, 1928, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 4th June, 1928. [6337

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX."

BRINGING CARGO FROM MARSEILLES, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 14th June, 1928, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, 11th June, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 5th June, 1928. [6338

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "SAARBRUECKEN" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 12th of June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 11th of June, 1928.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underrigned for Countersignature.

MELCHERS & CO., Agents:

NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 5th June, 1928. [6339

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 4th June, 1928. [6336

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "TAKLIWA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 9th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.

Hong Kong, 2nd June, 1928. [6335

THE FIVE-DAY WEEK.

PRODUCTION INCREASED BY SATURDAY OFF.

Mr. Henry Ford's claim to be the originator of a five-day week in industry was contested by Mr. F. H. Crittall, chairman of the Crittall Manufacturing Co., Ltd., when the new hall at Silver End, the company's village near Witham, Essex, was opened by the Lord Mayor of London, Sir Charles Batho.

Mr. Crittall said:

The five-day week was in operation in our metal-window factories at least six months before Henry Ford started it. Our men make big wages, but they earn them. When we decided to cut out work on Saturday we found to our great surprise that our production was greater than it had been before.

The portraits on the walls of the new hall are very numerous, and there is one of every man who has served the firm for 30 years.

At the Silver End factory of the firm only ex-Service men are employed.

SUNRISE AND SUNSET.

	Sunrise.	*Sunset.*
To-day	5.38 a.m.	7.07 p.m.
To-morrow	5.38 ,,	7.07 ,,
Monday	5.38 ,,	7.07 ,,



"You know, it is a marvel in organization how a fleet of 17 immense President Liners can be handled with such efficiency and positive dependability! One week a President sails for Victoria, B. C. and Seattle via the Short Route, and the next week one to San Francisco and Los Angeles via Honolulu. Every two weeks a President sails for the Straits, Colombo, via Suez to the Mediterranean, direct to New York, Boston and California. And every few days one of them sails Interport. That's what I call real steamship service."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles *The Sunshine Belt via Honolulu* Fortnightly sailings on Tuesdays		To Seattle and Victoria *The Short, Straight Route to America* Fortnightly sailings on Wednesdays	
Pres. Pierce	Tues., June 19th	Pres. Madison	Tues., June 12, 3 a.m.
Pres. Taft	Tues., July 3rd	Pres. Jackson	Tues., June 26th
Pres. Jefferson	Tues., July 17th	Pres. McKinley	Tues., July 10th
Pres. Lincoln	Tues., July 31st	Pres. Grant	Tues., July 24th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes	Sun., June 17, 8 a.m.	Pres. Garfield	Sun., July 29, 8 a.m.
Pres. Polk	Sun., July 1, 8 a.m.	Pres. Harrison	Sun., Aug. 12, 8 a.m.
Pres. Adams	Sun., July 15, 8 a.m.	Pres. Monroe	Sun., Aug. 26, 8 a.m.

To Manila

Pres. Pierce	June 9th, 6 p.m.	Pres.	McKinley	July	3rd 6 p.m.
Pres. Jackson	June 19th, 6 p.m.	Pres.	Jefferson	July	7th, 6 p.m.
Pres. Taft	June 23rd, 6 p.m.	Pres.	Grant	July	17th, 6 p.m.

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CANTON BRANCH—304, Ka Naam Tong Building.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"
loading on or about
16th June
For
PORT SAID, MARSEILLES, LE HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:—	Shanghai, etc.	Continent.
M.S. "Peru" ...	--	6th July
M.S. "Siam" ...	10th June	21st July
M.S. "Danmark" ...	16th July	21st August
M.S. "Java"	22nd July	27th August

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.
Telephone C. 4071. Agents. [14

N.Y.K. Special Summer Excursion Tickets.

Far Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From Hong Kong to	SHANGHAI and Return	H.K. $120.00
" "	NAGASAKI " "	165.00
" "	KOBE " "	210.00
" "	YOKOHAMA " "	235.00

Validity of Tickets:—3 Months.
Period of Issue:—From 11TH JUNE to 21ST SEPTEMBER.
For Further Information Please Apply to
NIPPON YUSEN KAISHA,
Hong Kong. No. 8, Connaught Road Central. Phone C. 292.

SEA SICKNESS AND ITS CURES.

WARM SALT WATER BATH.

PATIENT WITH EYES BANDAGED.

Travellers whose lot it is to suffer the horrors of sea-sickness will find a consolingly sympathetic consideration of the familiar symptoms, with some valuable advice on their treatment, in the *British Medical Journal* of May 5th.

The article is contributed by Dr. R. Allan Bennett, whose experience as a surgeon in the service of the Pacific Steam Navigation Company lends an added weight to his views.

"No age, no condition of life is exempt," he writes. "Old people going on a voyage for the first time, sailors who have used the sea all their lives, young people and infants—are all liable, although children below the age of twelve seldom suffer severely."

The various stages in the oncoming of the complaint are described in professionably dispassionate, although none the less vivid, language. To how many will memories of unpleasant hours on an ocean swell be recalled by the following extract!

"The attack begins as a rule with yawning or sighing; sooner or later there is nausea; and the last straw is supplied by the smell of a cigar or the careless remark of a bystander. Retching continues with an empty stomach; the hands and feet are icy; the face is pale, a cold sweat breaks out upon the head and cheeks . . . the tongue is furred, the mouth is dry, with a bitter taste. . . ."

Dr. Bennett declares that in some cases the mental effects are slight. "In others," he adds, "there is a strong conviction that death is imminent, followed, as time goes on, by an unreasonable annoyance at its delay."

Feasting And Farewells.

Here is the remedy for all but the hardened sufferers:—

"The traveller who starts his journey with the intention of being sick is seldom disappointed, and he who spends his last days ashore in feasting and farewells will reap what he has sown. If one would moderate his appetite, and the other practice auto-suggestion for a week before sailing, there would be fewer tragedies during the first days of a voyage.

"Before a long journey by sea it is wise to take two meals a day—breakfast and dinner—for a period of seven days, eating meat at one only, and avoiding all soups and made-up dishes. At midday take only bread and cheese and an apple. Take half the usual quantity of alcohol, drink water freely, and smoke but a little.

"The third day before sailing, fast—eating nothing, but drink water freely. That night and the following take a 5-grain blue pill, and the following morning a Sedlitz powder or a dose of salts.

"During an attack of sea-sickness one remedy is as good as another," Dr. Bennett writes.

Even the most persistent case does not lie outside the range of Dr. Bennett's ingenuity. It treatment is novel and suggests new developments in the direction of more luxurious travel.

Prompt Relief.

"In cases where exhaustion is becoming dangerous," Dr. Bennett says, "I have recourse to a method which I have not seen mentioned. The patient is kept in a warm salt-water bath for half an hour, an hour, or longer.

"The relief is great and remarkably prompt; it cannot be ascribed to the general sedative effect, but to the mechanical changing of the patient's environment.

"The specific gravity of the water is 1020 and the body is supported very lightly . . . the toes just touching the end of the bath to prevent the legs from floating free. The bath itself shares the rolling and pitching of the ship, but the water it contains has no time to respond, and keeps its level, the patient immersed in its partaking of its relative immobility.

"The patient must not be able to see the apparent oscillation of the water, and the eyes should bandaged.—*London Morning Post.*

SWALLOW FLIES ATLANTIC.

PARIS.

The flight across the Atlantic from east to west and from west to east has been accomplished by a swallow.

Last autumn a resident of St. Avold, near Metz, captured a swallow and placed a note under its wing which read as follows: "During the summer of 1927 I lived with Mons. A. R. at St. Avold, France. Give me a new address saying where I pass the winter."

The swallow was recaptured recently at its old nest at St. Avold, and attached to its wing was found a tiny tube containing a message which read: "I spent the winter with Joseph Bady at Martinique in the West Indies, and I am charged with transmitting to my summer landlord his very best wishes."

FIRE EPIDEMIC IN EGYPT.

CAIRO, Egypt, May 10th.

Two hundred and thirty dwellings have been destroyed, one person killed, and 12 seriously injured in a village fire near Mansurah, capital of the Dakallyeh province. Two other fires in villages in Lower Egypt destroyed 56 dwellings. A fire also broke out last night in the ancient Coptic church of Nari Guirgis in old Cairo, but was fortunately extinguished before serious damage had been done.—*Reuter.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 8th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer...	29.75	29.75	29.66
Temperature	81	76	79
Humidity ...	67	86	81
Wind—			
Direction	70	ENE	E
Force ...	3	4	3
Weather ...	O	O	O
Rain	0.00	0.00	0.01

Highest open-air Temperature, 7th:—
Lowest open-air Temperature, 8th:—

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 9th to 15th, 1928.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Sat.	9	m 3 30	3 7	m 4 43	3 7
		0 9 a	6 8	8 43 a	1 1
Sun.	10	m 4 29	3 9	m 5 48	3 8
		1 18 a	6 4	9 39 a	1 3
Mon.	11	m 5 6	4 1	m 7 30	4 0
		2 40 a	5 9	10 31 a	1 6
Tues.	12	m 5 32	4 6	m 10 18	3 8
		4 8 a	5 5	11 18 a	1 8
Wed.	13	m 5 56	5 1	m 11 46	3 1
		5 37 a	5 2		
Thur.	14	m 6 25	5 8	m 0 2	2 1
		7 0 a	5 0	0 16 a	2 x
Fri.	15	m 6 57	6 4	m 0 43	2 4
		8 12 a	4 7	1 54 a	1 4

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL, HONG KONG.

JUNE 10TH, 1928, First Sunday after Trinity:—
Holy Communion at 8 a.m.
Peak Sunday School at 10 a.m.
Children's Service at 10.15 a.m.
Matins at 11 a.m.
Preacher:—Rev. H. V. Koop.
Evensong at 8 p.m.
Preacher:—Rev. E. K. Quick.
Social Evening in Cathedral Hall after Evensong. [97

UNION CHURCH (KENNEDY ROAD).

SUNDAY SERVICES, June 10th:—
Sunday School at 9.45 a.m.
Morning Service at 11 a.m.:—
Hymns:—343, 131, 264 and 184.
Preacher:—Rev. J. Kirk Maconachie.
Evening Service at 6 p.m.:—
Hymns:—106, 526, 598 and 684.
Preacher:—Rev. J. Kirk Maconachie.
WEDNESDAY, June 13th, at 8.15:—Soldiers' and Sailors' Christian Association.
FRIDAY, June 15th, at 5.30:—Minister's Bible Class. [95

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass, U.S.A.)
MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.
SUNDAY SERVICE, June 10th, 1928, at 11.15 a.m.:—
Subject:—"GOD THE PRESERVER OF MAN."
Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 5 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room. [87

ST. ANDREW'S CHURCH, KOWLOON.

SUNDAY, June 10th, 1928, 1st Sunday after Trinity:—
8.15 a.m.—Holy Communion.
11.00 a.m.—Morning Prayer and Sermon.
Preacher: The Vicar.
6.00 p.m.—Evening Prayer and Sermon.
Preacher: The Rev. G. F. Stopford, C.F.
MONDAY, June 11th 1928, St. Barnabas:—
7.00 a.m.—Holy Communion.
6.00 p.m.—Scripture Union.
Speaker: Rev. N. V. Halward. [5874

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M.V. "ROMOLO"	Sails hence on/or about 19th July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.	
M.V. "VIMINALE"	Sails hence on/or about 26th June
M.V. "ESQUILINO"	Sails hence on/or about 24th July

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REGULAR WEEKLY SERVICE BETWEEN HONG KONG AND JAVA

SOUTH BOUND.

Steamer	From	Expected on or about	Will Leave Wednesday	For
TJIKEMBANG	S'hai., K'lung. & Amoy	11th June	13th June, 4 p.m.	Batavia
TJIMANOEK ...	Dalny, Amoy	18th June	20th June, 4 p.m.	Batavia
TJIKARANG ...	S'hai., K'lung. & Amoy	25th June	27th June, 4 p.m.	Batavia
TJISALAK ...	Dalny, Amoy	2nd July	4th July, 4 p.m	Makasser, Souradaia
TJISAROEA ...	S'hai., K'lung. & Amoy	9th July	11th July, 4 p.m.	Batavia

NORTH BOUND.

Steamer	From	Expected on or about	Will Leave on or about	For
TJIKARANG ...	Batavia	In Port	9th June	Amoy, Shanghai, Kelung
TJITAROEM ...	Java, Makasser	18th June	20th June	Amoy, N. China
TJISAROEA ...	Batavia	21st June	24th June	Amoy, Shanghai, Kelung
TJILEBOET ...	Java, Makasser	2nd July	4th July	Amoy, N. China

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S.S. "HINDENBURG" (Calling at Takao)	due here on or about the 11th June
S.S. "ALBERT VOEGLER" ...	... due here on or about the 13th June
M.V. "RHEIN" ...	... due here on or about the 24th June
S.S. "OLDENBURG" ...	due here on or about the 7th July
S.S. "SAARLAND" ...	... due here on or about the 19th July
S.S. "UARDA"	 due here on or about the 27th July

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

†S.S. "ALBERT VOEGLER"	sailing from here on or about the 4th July
‡M.V. "RHEIN" ...	... sailing from here on or about the 20th July
‡S.S. "OLDENBURG" ...	... sailing from here on or about the 8th Aug.
‡S.S. "SAARLAND" ...	... sailing from here on or about the 25th Aug.
†M.V. "HEIDELBERG" ...	sailing from here on or about the 5th Sept.
†M.V. "RHEINLAND" ...	sailing from here on or about the 18th Sept.

‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.
† Calling at Genoa, Rotterdam and Hamburg.

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JEBSEN & CO.
12, Pedder Street. Tel. C. 222
Tel. C. 4754
61]

CHINA NAVIGATION
COMPANY, LIMITED.

Shanghai & Tsingtao ...	"SOOCHOW"	On 9th	June,	6 p.m.
Haiphong ...	"ICHANG"	On 9th	June,	10 a.m.
Hongay ...	"TAIKOOWANYI"	On 9th	June,	10 a.m.
Bangkok ...	"KIUNGCHOW"	On 9th	June,	6 p.m.
Amoy, Swatow & Singapore	"ANHUI" ...	On 10th	June,	9 a.m.
Swatow & Bangkok ...	"KAYING" ...	On 10th	June,	Noon
Swatow, Shanghai, Newchwang & Dalny ...	"LUCHOW" ...	On 11th	June,	Noon
Amoy, Shanghai & Tsingtao	"SINKIANG"	On 11th	June,	6 p.m.
Shanghai ...	"YUNNAN" ...	On 13th	June,	6 a.m.
Swatow & Shanghai ...	"LINAN" ...	On 14th	June,	Noon
Weihaiwei, Chefoo & Tientsin ...	"KUEICHOW"	On 15th	June,	4 p.m.
Shanghai & Tsingtao ...	"SZECHUEN"	On 16th	June,	6 a.m.
Hoihow, Pakhoi & Haiphong	"TEAN"	On 16th	June,	10 a.m.
Amoy, Swatow & Singapore	"ANKING" ...	On 17th	June,	9 a.m.
Swatow & Bangkok ...	"KALGAN" ...	On 17th	June,	Noon
Swatow, Shanghai, Newchwang & Dalny ...	"KANCHOW"	On 17th	June,	Noon
Amoy, Shanghai & Tsingtao	"SUNNING"	On 18th	June,	6 p.m.
Shanghai ...	"NINGPO" ...	On 20th	June,	6 a.m.
Swatow & Shanghai ...	"CHENAN" ...	On 21st	June,	Noon
Weihaiwei, Chefoo & Tientsin ...	"HUICHOW" ...	On 30th	June,	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and *vice versa*, Have Now Been Reduced To
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Steamer	Due Hong Kong on or about	Sailing hence on or about
CHANGTE	9th June	15th June
TAIPING	10th July	17th July
CHANGTE	7th August	17th August
TAIPING	7th September	14th September

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Sailings from Hongkong.

S.S. "CITY OF NEWCASTLE" ...	Via Suez Canal	12th June
S.S. "HELENUS"	Via Suez Canal	29th June
S.S. "CITY OF OSAKA"	Via Suez Canal	13th July
S.S. "DARDANUS"	Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE" ...	Via Suez Canal	10th August
S.S. "LYCAON"	Via Suez Canal	24th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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M.V. "MALAYAN PRINCE" 25th July

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MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles
ANGERS 19th June
PAUL LECAT ... 3rd July
ANDRE LEBON ... 17th July
CHENONCEAUX ... 31st July

From Dunkirk, Antwerp, London
MIN (Cargo) ... 23rd June

For Shanghai, Japan and North China
MIN (Cargo) ... 23rd June

For Shanghai and Japan
ANGERS 19th June
PAUL LECAT ... 3rd July
ANDRE LEBON ... 17th July
CHENONCEAUX ... 31st July

For Marseilles
G. METZINGER ... 19th June
SPHINX 3rd July
ANGERS 17th July
PAUL LECAT ... 31st July

For Rotterdam, Hamburg, Dunkirk
CAPT. FAURE (Cargo) 14th June

For full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES,
Tephones: C. 651 and 740. 3, QUEEN'S BUILDING. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

June 7th.

Prosper, Norwegian str., 1,376 tons, Capt. C. W. Engebretsen, from Saigon, which port she left on June 3rd, with rice and general cargo, lying at buoy No. C14.—Fau Yuan Hong.

Roko Maru, Japanese str., 2,011 tons, Capt. K. Kawachimaru, from Dairen, which port she left on June 1st, with coal and salt fish, lying at buoy No. B55.—M.B.K.

Song Bo, French str., 720 tons, Capt. J. Bonnamour, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C42.—M.M.

Tak Ling, Chinese str., 105 tons, Capt. Lo Shan, from Autau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi Co.

June 8th.

Clara Jebsen, Danish str., 1,145 tons, Capt. J. Davidson, from Saigon, which port she left on June 3rd, with a general cargo, lying at buoy No. C45.—Chau Tong Ha.

Delta, British str., 4,739 tons, Capt. K. S. Ward, from Shanghai, which port she left on June 5th, with a general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co.

Ichang, British str., 1,228 tons, Capt. I. J. Green, from Shanghai and Swatow, with a general cargo, lying at buoy No. C19.—B. & S.

Khyber, British str., 5,675 tons, Capt. C. Hester, R.D., R.N.R., from London, which port she left on May 3rd, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Kinryu Maru, Japanese str., 2,736 tons, Capt. Z. Aoki, from Saikato, which port she left on June 1st, with a cargo of coal, lying at buoy No. B50.—M.S.K.

Lee On, Chinese str., 723 tons, Capt. Kwok Kau, from Hoihow, with a general cargo, lying at Yaumati.—Hop On S.S. Co.

Selene, Dutch str., 2,274 tons, Capt. S. Gravenhage, from Singapore, which port she left on June 2nd, lying at North Point.—A.P.C.

Soochow, British str., 1,594 tons, Captfl G. A. Evans, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Taishun, Chinese str., 1,216 tons, Capt. C. M. Manley, from Canton, lying at China Merchants' Wharf.—C.M.S.N. Co.

Takada, British str., 4,223 tons, Cap. S. K. Baird, from Calcutta *viâ* Penang and Singapore. The first mentioned port she left on May 23rd, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Times Maru, Japanese str., 1,309 tons, Capt. T. Nakamura, from Keelung, which port she left on June 5th, with a cargo of coal, lying at buoy No. C53.—M.B.K.

Wong Shek Kung, Chinese str., 1,044 tons, Capt. N. Harring, from Saigon, which port she left on June 3rd, with a cargo of rice, lying at buoy No. C16.—Kwang Hang Hing.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* left Vancouver for Hong Kong, *viâ* Japan ports and Shanghai, on the 7th inst., and is due here on the 25th inst.

The B.I. s.s. *Takada* will leave for Amoy, Moji, Kobe, Yokohama and Osaka at 5.30 a.m. to-morrow (Sunday).

PASSENGERS.

Arrivals.

The following passengers arrived on June 8th by the s.s. *Khyber* from London and ports:—Mr. and Mrs. Gardner and 3 children, Mr. W. Smith, Mrs. H. A. Garland, Mrs. A. Hill, Mr. Fletcher-Willmott, Mr. J. H. Hayles, Mr. E. H. Inchcombe, Mr. G. T. Fry, Mr. S. W. Prideaux, Mr. C. Coutts, Mr. E. O. Tips, Mr. G. P. Heney, Mr. L. Plant, Comdr. K. E. Buckland, Mr. and Mrs. D. Adams, Mr. W. F. Mill, Lieut.-Col. H. C. Ponsonby, Miss M. Riley, Mr. W. S. Clarke, Mr. and Mrs. M. Stockland, Capt. and Mrs. Ross-Skinner, Mr. D. Couper-Johnston, Mr. H. L. Faulkner, Major-General E. Gibb, Mr. W. W. Brotherton, Captain E. E. Loma, Miss J. McMinn, Mr. and Mrs. Williams and infant, Mr. I. MacRobert, Mr. G. B. Keay, Mr. G. E. Haslett, Mr. F. C. Crone, Commander C. B. and Mrs. Evington and child, Pay-Lieutenant-Commander MacBride, Dr. G. H. Pearson, Mr. J. Howden, Mr. A. H. Fletcher, Miss K. Boeye, Mr. W. A. Schaub, Mr. S. H. Griggs, Mr. and Mrs. Barnes and child, Mr. C. F. Aviet.

The following passengers arrived on June 8th by the s.s. *Delta* from Japanese ports and Shanghai:—Mr. and Mrs. L. Maltby, Mr. J. C. Peterson, Mrs. M. A. Ebsworth, Miss J. Ebsworth, Mr. K. M. Polishvala, Mrs. Cooper, Miss G. Cooper, Miss H. Carty, Mr. A. D. Blackburn, Mr. J. Major, Mr. P. Trueman, Mr. M. H. Choe, Mr. D. Walsh, Miss D. Eason, Capt. and Mrs. F. H. Elderton, Father Camelleri, Capt. and Mrs. C. Ullbrick, Mrs. Howell, Mr. N. J. Sherville, Mr. F. D. Tsun, Mr. L. P. Yuan, Mr. L. T. Yuan, Mr. L. Girivat, Mr. and Mrs. J. E. Watkins, Dr. D. V. Rees, Mr. C. G. Mackie, Mr. and Mrs. Nowers, infant and amah, Mr. Friberg, Mr. D. H. Yang, Mr. A. Jensen.

CLEARANCES.

June 8th.

Adna, for Tarakan.
Borneo, for Hoihow.
Cheungon, for Shanmi.
Delta, for Singapore.
Haihong, for Swatow.
Hwahyang, for Shanghai.
Ichang, for Haiphong.
Khyber, for Shanghai.
Kut Sang, for Singapore.
Mandalay, for Saigon.
Mau Sang, for Sandakan.
Menado Maru, for Hoihow.
Sandviken, for Singapore.
Song Bo, for Haiphong.
Soochow, for Shanghai.
Sun Sai Kai, for Kwong Chow Wan
Tai Ban Maru, for Takao.
Taikoo Wanyi, for Hongay.
Tailee, for Whampoa.
Wakasa Maru, for Singapore.
Yuen Jeng, for Saigon.

THE WEST RIVER.

Arrivals from the West River report a continued rise of the water.

MERCHANT SHIPS IN PORT.

The following vessels in port yesterday were:—

British: *Anhui, Pheumpenh, Luchow, Soochow, Ichang, Takada, Khyber, Kwai Sang, Kut Sang, Kaying, Haihong, Haining, Kiungchow, Telemachus, Borneo, Newchwang, Mau Sang, Taikoo Wanyi, Mandalay, Cheong Shing, City of Chester, New Mathilde, Gorgistan, Sumatra, Taikoo, Chip Shing.*

Norwegian: *Prosper, Adna, Sandviken, Dukat, Gran, Hiram, Botnia.*

Portuguese: *Kong On, King On.*

French: *Raymond Poincare, Albert Sarrant, Song Bo.*

Japanese: *Wakasa Maru, Lushan Maru, Roko Maru, Kishu Maru, Miike Maru, Tenyo Maru, Menado Maru, Indo Maru, Keifuku Maru, Tamyo Maru.*

Chinese: *Tai Shun, Tai Lee, Cheung On, Wong Shek Kung, Heng Chong, Hwah Yang, Poo Tye, Yan On, Sun Sai Kai, Yuan Jeng, Hwah Cheng, Derwent, Hwng Chow, Tejo, Haimun, Ban Foo Soon, Gen. H. Knox, Man Sun.*

Dutch: *Tjikarang, Hong Kong, Jan, Hankow, Otto.*

German: *Wabasha.*

SHOWING THE FLAG.

BRITISH WARSHIPS IN SOUTH AMERICA.

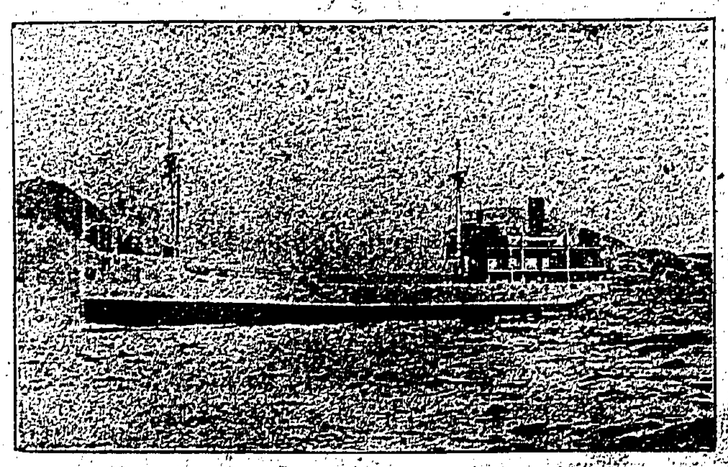
ENHANCING OUR PRESTIGE.

It is good to find that the Admiralty are 'showing the flag' in South America as far as it is possible to make opportunity for so doing. The two new destroyers *Ambuscade* and *Amazon* have crossed the South Atlantic to exhibit themselves in various ports. The *Cornwall* is to proceed to her station in China by way of the Straits of Magellan instead of by the usual route, and will touch at sundry places on the way; she will put in at Honolulu, to represent the British Navy at the celebrations in connection with the discovery of the Sandwich Islands. Not long since one of the sloops of the American and West Indies Squadron made a voyage far up the River Amazon. Other ships of this command have been down the coast of Peru since Christmas. Thus it will be seen that British residents in South America have little enough cause just now to complain that they very seldom see the White Ensign. There is no question that our prestige in South America suffered appreciably from the abolition of the South America Squadron shortly after the end of the war—less from the actual withdrawal of the squadron itself than from the interpretation put upon its disappearance by those who foresaw gain to themselves by preaching the bankruptcy of the British Empire.

Trade Follows The Flag.

"Trade follows the flag," and the present policy of the Admiralty is one of wisdom. As we have before pointed out, the three big South American Republics are now replacing, or contemplating replacing, a number of their worn-out warships. A batch of destroyers is building in this country for Chili, and there is reason to associate this order directly with the visit of the Prince of Wales to that country. Our shipbuilders are looking hopefully towards Brazil. The Argentine has heretofore favoured American firms for her naval construction, but there can be no possible harm in displaying our latest products to the critical eyes of her naval authorities. The *Repulse* made a lasting impression when she visited that country two years ago, although her heavy draught necessitated her keeping well away from the most populous coastal centres. It is not very likely that any of the A.B.C. Republics will embark upon capital-ship construction. But in any case the propagandist myth about the bankruptcy of the British Empire has been exploded, and the large British element in the South American Continent declares that the present policy of showing the flag is bearing distinct material fruit.—*Naval and Military Record.*

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED
SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"KWAISANG"	Sun., 10th June, at Noon
	"HANGSANG"	Wed., 13th June, at Noon
	"FOOSHING"	Sun., 17th June, at Noon
	"CHAKSANG"	Wed., 20th June, at Noon
OSAKA via AMOY, MOJI & KOBE ...	"KUMSANG"	Mon., 11th June, at 7 a.m.
	"SUISANG"	Sun., 17th June, at 7 a.m.
	"YUENSANG"	Satur., 23rd June, at 7 a.m.
	"FOOKSANG"	Tues., 3rd July, at 7 a.m.
CANTON ...	"FOOSHING"	Mon., 11th June, at 6 p.m.
STRAITS & CALCUTTA...	"NAMSANG"	Satur., 23rd June, at 3 p.m.
SANDAKAN ...	"MAUSANG"	Satur., 9th June, at 10 a.m.
TIENTSIN via WEIHAIWEI ...	"CHEONGSHING"	Tues., 19th June, at Noon

For Freight or Passage, apply to—
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TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.
FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"CARNARVONSHIRE"	(via Oran)	21st June
Steamship	"PEMBROKESHIRE"	(via Oran)	13th July
Steamship	"GLENSHANE"	(via Oran)	10th Aug.
Motor Vessel	"GLENOGLE" ...	(via Oran)	7th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"GLENSHANE"	29th June
Steamship	"CARDIGANSHIRE"	9th July
Motor Vessel	"GLENOGLE"	20th July
Motor Vessel	"GLENAMOY"	10th Aug.
Steamship	"CARMARTHENSHIRE" ...	20th Aug.

For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
97 AGENTS: THE GLEN LINE, LTD.

NDL
NORDDEUTSCHER LLOYD
BREMEN
FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class £73. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class £80.

NEXT SAILINGS TO EUROPE:—

Freight	M.S. "Trave"		departure	18th June (also Calling at Antwerp.)
Pass.	S.S. "SAARBRUECKEN"		departure	30th June
Freight	S.S. "Ilmar"		departure	11th July
Pass.	S.S. "COBLENZ"		departure	28th July
Freight	S.S. "Grandon"		departure	11th August
Pass.	M.S. "FULDA"		departure	24th August
Freight	S.S. "Ludwigshafen"		departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers) JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:
Cabin class $75.00. Intermediate class... $45.00.

Freight	S.S. "Remscheid"		due here	25th June
Pass.	S.S. "COBLENZ"		due here	2nd July
Freight	S.S. "Ludwigshafen"		due here	18th July
Pass.	M.S. "FULDA"	 —	due here	30th July
Freight	S.S. "Oder"		due here	15th August

MELCHERS & CO.,
AGENTS, HONG KONG.
Telephone C. 4557. 3, Chater Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.
HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIYANG	Tuesday,	the 12th June, at 3 p.m.
HAICHING	Friday,	the 15th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice-versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.
For Freight and Passage pply to—
DOUGLAS LAPRAIK & CO.,
8] General Managers

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

Steamers.	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPRESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPRESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

£120: First class throughout.
£112: First class Pacific and rail, Cabin class Atlantic.
£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
June 26	June 28	EMPRESS OF RUSSIA	June 29	July 1
July 10	July 12	EMPRESS OF ASIA	July 13	July 15

CANADIAN PACIFIC EXPRESS
TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "CACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
[£120, £112, £110, £102, £83; VIA SAN FRANCISCO.
G$440, G$420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TENYO MARU Tuesday, 12th June
KOREA MARU (Calls Keelung) ... Tuesday, 26th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
KITANO MARU Saturday, 16th June
HARUNA MARU Saturday, 30th June

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 20th June
AKI MARU Wednesday, 25th July

BOMBAY via Singapore, Penang & Colombo.
SADO MARU Monday, 25th June
GENOA MARU Wednesday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINYO MARU Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Saturday, 9th June

NEW YORK and/or BOSTON via PANAMA.
† KUMA MARU Monday, 11th June
† ASUKA MARU Saturday, 16th June

LIVERPOOL via Port Said, Genoa & Marseilles.
† DAKAR MARU Saturday, 9th June

CALCUTTA via Singapore, Penang & Rangoon.
† MORIOKA MARU Sunday, 10th June
NAGATO MARU Monday, 18th June

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.
KATORI MARU Monday, 11th June
DELAGOA MARU Thursday, 14th June
† BINGO MARU Thursday, 21st June

† Cargo only.
Subject to alteration without notice.
For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

A HOLIDAY IN INDO-CHINA

SPECIAL CHEAP TRIPS TO SAIGON

s.s. "TELEMACHUS" sailing Saturday, 9th June
s.s. "LYEEMOON" sailing Thursday, 14th June

These vessels, fitted with all latest modern improvements, are being placed on the HONG KONG—SAIGON run, and will take first-class passengers at specially reduced fares for a holiday in the fascinating territory of Indo-China.

RETURN TRIP - - 17 DAYS
9 to 10 Days on Shore.

FARES: A DECK—Return $100.
B DECK—Return $ 90.

Indo-China offers many attractions for a short holiday.
The Ruins of ANGKOR are one of the Seven Wonders of the World.
Splendid Big Game Shooting.

Passenger Agents:—THOS. COOK & SON, LTD.
PEDDER STREET.
For further particulars apply to
WO FAT SING,
TELEPH. C. 5. 81, WING LOK STREET. [6136

Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

ONLY MODERATE CARGO.

BRITISH SHIPS CARRY BEST THROUGH CARGO.

Nineteen arrivals and thirteen departures were recorded for the period ending at 9 a.m. yesterday, and Chinese vessels showed the best returns as regards numbers entering and leaving.

The cargo returns for both Hong Kong and ports beyond were only moderate.

General cargo discharged for Hong Kong from sixteen vessels totalled 13,997 tons, and five British ships contributed 5,442 tons. The s.s. *Prosper* (Norwegian), was best carrier with 2,485 tons of rice from Saigon, followed by the s.s. *Roko Maru* from Dairen with 2,430 tons of general cargo.

Through freights carried by nine vessels totalled 16,402 tons. Six British ships were responsible for 11,098 tons, while the two best carriers were also British vessels. The s.s. *Takada* had 4,823 tons of general cargo from Calcutta and Singapore while the s.s. *Khyber* carried 4,635 tons from London and Singapore.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	3
Japanese	3	1
Norwegian	1	2
Chinese	7	4
Dutch	0	1
French	1	2
Total	19	13

VESSELS EXPECTED.

American Mail Line.
President Madison, June 11th.

Australian-Oriental Line.
Changte, to-day.
Taiping, July 10th.

Bank Line.
City of Tokio, to-day.
City of Newcastle, June 12th.
City of Bedford, June 22nd.
City of Pekin, July 7th.
City of Osaka, July 13th.
City of Evansville, July 20th.
City of Khartoum, August 4th.
City of Halifax, August 17th.
City of Khios, September 1st.
City of Glasgow, September 29th.

Blue Funnel Line.
Rhexenor, to-morrow.
Tyndareus, to-morrow.
Antenor, June 12th.
Dardanus, June 15th.
Oanfa, June 20th.
Diomed, June 26th.
Glaucus, June 27th.
Antilochus, June 28th.
Atreus, June 29th.
Helenus, June 29th.
Proteslaus, July 3rd.
Lycaon, July 8th.
Philoctetes, July 8th.
Hector, July 11th.
Ningchow, July 16th.
Achilles, July 21st.
Perseus, July 24th.
Talthybius, July 24th.
Theseus, July 25th.
Aeneas, July 30th.
Phemius, August 4th.
Bellerophon, August 6th.
Calchas, August 11th.
Teucer, August 14th.
Automedon, August 17th.
Elpenor, August 22nd.
Sarpedon, August 23rd.
Machaon, September 19th.
Patroclus, September 20th.

British-India and Apcar Line.
Santhia, to-morrow.
Talamba, June 15th.
Tilawa, June 23rd.
Talma, July 9th.
Tsklava, July 16th.

Canadian Pacific Line.
Empress of Canada, June 11th.

Dollar Steamship Line.
President Pierce, to-day.

East Asiatic Co., Copenhagen.
Siam, to-morrow.
Malaya, June 16th.
Danmark, July 16th.
Java, July 22nd.

Eastern and Australian Lines.
Arafura, July 9th.
Tanda, August 6th.

Glen Line.
Glenshane, June 29th.
Cardiganshire, July 9th.
Glenogle, July 20th.
Glenamoy, August 10th.
Carmarthenshire, August 20th.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Hindenburg, June 11th.
Albert Voegler, June 13th.
Rhein, June 24th.
Oldenburg, July 7th.
Saarland, July 19th.
Varda, July 27th.

Java-China-Japan Line.
Tjikembang, June 11th.
Tjimanoek, June 18th.
Tjitaroem, June 18th.
Tjisarea, June 21st.
Tjikarang, June 25th.
Tjileboet, July 2nd.
Tjisalak, July 2nd.

Messageries Maritimes.
Angers, June 19th.
General Metzinger, July 19th.
Min, June 23rd.
Paul Lecat, July 3rd.
Andre Lebon, July 17th.
Chenonceaux, July 31st.

Nippon Yusen Kaisha.
Morioka Maru, to-day.
Dakar Maru, to-morrow.
Katori Maru, to-morrow.
Kuma Maru, to-morrow.
Sado Maru, to-morrow.
Asuka Maru, June 15th.
Kitano Maru, June 15th.
Nagato Maru, June 18th.
Korea Maru, June 19th.
Tango Maru, June 19th.
Aki Maru, June 21st.
Atsuta Maru, June 25th.
Genoa Maru, June 26th.
Haruna Maru, June 29th.
Rangoon Maru, June 30th.
Shinyo Maru, July 3rd.
Takaoka Maru, July 3rd.
Durban Maru, July 9th.
Kamakura Maru, July 11th.
Kamo Maru, July 13th.
Siberia Maru, July 17th.

Norddeutscher Lloyd, Bremen.
Remscheid, June 25th.
Coblenz, July 2nd.
Ludwigshafen, July 18th.
Fulda, July 30th.
Oder, August 15th.

Peninsular and Oriental.
Rawalpindi, June 21st.
Ranpura, June 23rd.
Mirzapore, June 26th.
Novara, June 30th.
Nellore, July 3rd.
Kashmir, July 5th.
Rajputana, July 19th.
Kalyan, August 2nd.
Naldera, August 16th.
Kashgar, August 30th.
Morea, September 13th.
Macedonia, October 12th.

Royal Packet Nav. Co. (K.P.M.)
Cremer, June 12th.

Swedish East Asiatic Co., Ltd.
Formosa, June 12th.
Agra, June 15th.
Delhi, June 19th.
Nanking, June 29th.

Prince Line.
Chinese Prince, June 30th.
Malayan Prince, July 25th.

DAILY WATERFRONT NEWS.

MONTHLY PASSENGER RETURNS.

1,658 MORE DEPARTURES THAN ARRIVALS.

[BY LONGSHOREMAN.]

The monthly passenger returns for ocean going steamers, river boats and junks and launches for May were issued by the Harbour Department yesterday morning as follows:—

	Arr.	Dep.
Ocean Steamers	54,538	65,225
River Steamers	94,536	89,895
Junks and Launches	7,768	3,560
	157,072	158,730

Taking the totals it will be seen that the departures from the Colony have exceeded the arrivals, and the departures on Ocean going vessels are also higher than the arrivals which is to be expected at this time of year. On the other hand the number of arrivals by river-steamers launches and junks, many of whom transhipped by ocean steamers shows that though things are improving in Kwangtung plenty of people prefer to emigrate to more peaceful lands. However, there is this time only a difference of 1,658 in number between those returning and those seeking their fortune either in the Colony or overseas.

No Lights: Junkmaster Blames The "Wind."

Cheung Lo, master of a cargo boat appeared before Comdr. J. B. Newill at the Marine Court yesterday morning for failing to exhibit the regulation lights on his cargo-boat, whilst underway in Victoria Harbour. The defendant pleaded guilty.

Lance-Sergeant Ryan who was in charge of the case remarked that when the defendant's boat was stopped he had no lights showing at all. The defendant pleaded that it was windy at the time, and his lights had been blown out without his knowledge.

The Magistrate remarked that there was no wind that night, and it did not seem as though two lights should have been blown out at the same time. A fine of $10 with the alternative of 10 days' hard labour was imposed.

Asiatic Deck Passengers.

Eleven vessels brought 2,160 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Deaths At Sea.

Four vessels which arrived here yesterday reported deaths during the voyage. Three of these ships were British vessels, and a detailed account appears another page of this issue.

Explosion On The "Wabasa."

A coolie has died in hospital as a result of an explosion which took place on board the s.s. *Wabasa* on Thursday. The vessel was in Taikoo dock at the time undergoing repairs, and no details of the nature of the explosion are at present available.

The Tug "Kau Sang."

The harbour rescue tug *Kau Sing* was berthed at her buoy on Thursday after overhaul and refit, in preparation for the typhoon season.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

"CITY OF CARLISLE" ... Marseilles, Havre, London, Rotterdam & Hamburg 24th June
"CITY OF TOKIO" Havre, London, Rotterdam & Hamburg ... 25th July

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

"CITY OF NEWCASTLE" via Suez Canal 12th June
"CITY OF OSAKA" via Suez Canal 13th July
"CITY OF EVANSVILLE" via Suez Canal 10th August

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
"FORRESBANK" via Suez Canal 6th July

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
"TINHOW" 7th August
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Holloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: Central 4791, 22]
THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	9th June, Noon	B'bay., Mars., L'don. & Antwerp.
"RANPURA"	16,601	23rd June	Bombay, Marseilles and London.
* "MIRZAPORE"	6,715	26th June	Straits & Bombay.
* "NOVARA"	6,989	30th June	Mars., L'don., A'wp. Hull R'dm. H'bg.
† "KHYBER"	9,114	7th July	Marseilles, L'don., Antwerp & Hull.
"RAWALPINDI"	16,619	21st July	Bombay, Marseilles and London.
* "NANKIN"	7,058	28th July	Mars., L'don, A'werp R'dam, H'burg
† "KASHMIR"	8,985	4th Aug.	Mars., London, Antwerp & Hull.
"RAJPUTANA"	16,568	18th Aug.	Bombay, Marseilles and London.
"NALDERA"	16,088	1st Sept.	Bombay, Marseilles and London
† "KALYAN"	9,144	15th Sept.	Mars., L'don, Antwerp & Hull.
† "KASHGAR"	9,005	29th Sept.	Marseilles and London.
"MOREA"	10,953	13th Oct.	do.
† —	9,128	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
† "KHYBER"	9,114	24th Nov.	do.
"MALWA"	10,946	8th Dec.	do.
"NALDERA"	16,088	22nd Dec.	do.
"MANTUA"	10,946	5th Jan., 1929	do.

* Cargo only.
† Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"SANTHIA"	7,754	11th June	Singapore, Penang & Calcutta
"TILAWA"	10,006	25th June	do.
"TAKADA"	8,949	3rd July	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	3rd Aug.	
"TANDA"	6,956	31st Aug.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHYBER"	9,114	9th June, 6 a.m.	S'hai., Moji, Kobe & Yokohama.
"TAKADA"	8,949	10th June 5.30 a.m.	Amoy, Moji, Kobe, Y'hama & Osaka.
"TALAMBA"	8,018	19th June	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	16,619	22nd June	S'hai., Tsingtau, Weihaiwei, Kobe & Yokohama.
* "NELLORE"	6,953	3rd July	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,985	6th July	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
* "KIDDERPORE"	5,334	14th July	S'hai., Moji & Kobe.
"RAJPUTANA"	16,568	20th July	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	3rd Aug.	S'hai., Moji, Kobe & Yokohama
"TANDA"	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.
"NALDERA"	16,088	17th Aug.	Shanghai.
"KASHGAR"	9,005	31st Aug.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama
"MOREA"	10,953	14th Sept.	S'hai., Moji, Kobe & Yokohama.
—	9,125	28th Sept.	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	9th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	13th Oct.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	27th Oct.	do.
"TANDA"	6,956	6th Nov.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,956	10th Nov.	S'hai., Moji, Kobe & Yokohama.
"NALDERA"	16,088	24th Nov.	Shanghai, Kobe & Yokohama.
"MANTUA"	10,946	8th Dec.	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Dec.	do.
"MOREA"	10,953	5th Jan., 1929	do.
"KASHGAR"	9,005	19th Jan., „	do.
"MACEDONIA"	11,120	2nd Feb., „	do.
"KARMALA"	9,128	16th Feb., „	do.

* Cargo only

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting ships on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONG KONG. Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN OSLO AND GOTHENBURG.
Loading about
m.v. "FORMOSA" 12th June
m.v. "NANKING" 29th June
m.v. "AGRA" 20th July

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.
Loading about
m.v. "AGRA" 15th June
m.v. "DELHI" 19th June

For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Canton.
[2

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Australia & Manila ...	*Changte* ...	9th June
U.S.A., Canada, Japan & Shanghai ...	*Pres. Pierce* ...	9th June
Calcutta & Straits	*Kumsang*	9th June
Shanghai & Swatow	*Sinkiang*	10th June
Amoy	*Santhia*	10th June
Japan, Shanghai & Europe via Siberia	*Sado Maru* ...	10th June
Straits	*Kaiori Maru* ...	10th June
Manila	*Emp. of Canada* ...	11th June
Shanghai & Amoy	*Linan*	11th June
Manila	*Pres. Madison* ...	11th June
Shanghai	*Antenor*	12th June
Straits	*Oremar*	12th June
Japan & Shanghai	*Kilano Maru* ...	15th June
Japan	*Tango Maru* ...	19th June
Japan & Shanghai	*General Meisinger*	19th June
U.S.A., Honolulu, Japan & Shanghai ...	*Korea Maru* ...	19th June
Australia & Manila	*Aki Maru*	21st June
Straits	*Atsuta Maru* ...	25th June
Japan & Shanghai	*Haruna Maru* ...	29th June

OUTWARD MAILS.

For	Per	Date
*Straits & South Africa	*Wakasa Maru* ...	Saturday, 9th, 8.30 A M
Sandakan	*Mausang*	8.30 A M
Hoihow	*Borneo*	8.30 A M
Haiphong	*Song Bo*	8.30 A M
	Kowloon P.O.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 7th July	*Delia* Connecting with the s.s. *Narkunda* at Colombo.	Reg. 9.00 A M Letters 10.00 A M *G.P.O.* Reg. 9.45 A M Letters 10.30 A M 10.00 A M
Amoy	*Tjikarang* ...	3.30 P M
Saigon	*Telemachus* ...	4.30 P M
Manila	*Pres. Pierce* ...	4.30 P M
Bangkok	*Kiungchow* ...	4.30 P M
Samshui & Wuchow	*Kochow*	5.00 P M
Amoy & Japan	*Takada*	
Swatow, Amoy & Formosa	*Kiku Maru* ...	Sunday, 10th, 9.00 A M
Bangkok via Swatow	*Kaying*	9.00 A M
Shanghai & *Japan	*Kaiori Maru* ...	Monday, 11th, 10.30 A M
Swatow	*Hydrangea* ...	2.30 P M
Shanghai, *Japan, *Canada, *U.S.A., *U. & *S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 2nd, July	*Pres. Madison* ...	Parcels 3.00 P M Reg. 4.15 P M Letters 6.00 P M 4.30 P M
Amoy	*Sinkiang* ...	
Shanghai, Japan, Honolulu & *San Francisco—due San Francisco 6th July	*Tenyo Maru* ...	Tuesday, 12th, Reg. 9.45 A M Letters 10.30 A M 2.00 P M
Swatow, Amoy and Foochow	*Haiyang*	
Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Vancouver, B.C.—due Vancouver, B.C., 30th June, & Europe via Siberia ...	*Emp. of Canada* ...	Parcels 3.00 P M Reg. 4.15 P M Letters 6.00 P M
		Wednesday, 13th, *Kowloon P.O.*
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 11th July ...	*Antenor*	Reg. 9.00 A M Letters 10.00 A M *G.P.O.* Reg. 9.45 A M Letters 10.30 A M 10.30 A M
Swatow	*Hanyang* ...	2.30 P M
Java via Batavia	*Tjikembang* ...	
		Thursday, 14th.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 26th June	*Changte*	Parcels 5.00 P M Reg. 15th. 9.45 A M Letters 10.30 A M
		Friday, 15th.
Swatow, Amoy and Foochow	*Hai Ching* ...	2.00 P M
Wei Hai Wei	*Kweichow*	2.30 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"ANTENOR" 13th June, Mars., Casablanca, L'don., R'dam. & Glasgow.
"DIOMED" 26th June, Mars., L'don., R'dam., & H'burg.
"HECTOR" 11th July, Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.
"OANFA" ... 20th June, Genoa, Havre, Liverpool & Glasgow.
"RHEXENOR" .. 20th July, Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"TYNDAREUS" 23rd June, Victoria, Vancouver & Seattle.
"PROTESILAUS" 14th July, Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"HELENUS" 29th June, New York, Boston & Baltimore.
"DARDANUS" 27th July, Boston, New York & Baltimore.

PASSENGER SERVICE.
"ANTENOR" ... 13th June, Singapore, Marseilles & London.
"HECTOR" ... 11th July, Singapore, Marseilles & London.

OUTWARD SERVICE.
"RHEXENOR" 10th June, S'hai., Kobe, Yokohama & Dairen.
"MENTOR" 11th June, Shanghai, Kobe & Yokohama.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up$20,000,000
Reserve Funds:—
Sterling £8,000,000
Silver $14,000,000
Reserve Liability of Proprietors$20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
A. H. COMPTON, Esq., Chairman.
N. S. BROWN, Esq., Deputy Chairman.
Hon. Mr. B. D. F. Beith. W. L. Pattenden, Esq. J. A. Plummer, Esq.
W. H. Bell, Esq. T. G. Weall, Esq.
Hon. Mr. C. G. S. Mackie. H. P. White, Esq.

Chief Manager:
Hon. Mr. A. C. HYNES

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Soursbaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 7th June, 1928. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS U.S. $3,500,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $537,000,000.00.

D. M. BIGGAR,
28] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000 (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000 (£6,666,670.)
Reserve Fund.....Guilders 40,000,000 (£3,333,333.)

Head Office:—AMSTERDAM.
Eastern Head Offices—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Siboiga (Sumatra), Soerabaia, Soerakarta (Solo) Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.

O. STEENSTRA,
Manager.
Hong Kong, 30th July, 1927. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 99,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien (Mukden)	Nagoya	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Hong Kong—	Rio de Janeiro	Tsingtau
Vladivostock (Temporarily closed)		

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong 12th March, 1928.] [25

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES AND BRANCHES:

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA KANGSAR	SINGAPORE
CANTON	KUALA LUMPUR	SOURABAYA
CAWNPORE	KUCHING	TAIPING
CEBU	MADRAS	TAIYUH (F.M.S.)
COLOMBO	MANILA	TAVOY
DELHI	MEDAN	TIENTSIN
HAIPHONG	NEW YORK	TOKYO
HAMBURG	PEKING	TSINGTAO
HANKOW	PENANG	YAMBOANGA (Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	
HONG KONG	TONGKAH (Blanket)	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year, or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up ... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves ... Frs. 22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peking	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.
Hong Kong, 19th April, 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund and Rest..... ...£1,584,846

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan-(Pahang)	Simla
Delhi	Madras	Singapore
Galle	New York	Sourabaya
Hong Kong		
Howrah		

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 20th April, 1928. [29

THE BANK OF CHINA.
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL $60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.59

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [28 - 37]



BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs. 72,000,000.00
Paid-up Capital ...Frs. 68,400,000.00
Reserve Fund Frs. 89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
Fort Bayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LIEM,
Manager.
Hong Kong, 20th Feb., 1927. [32

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL ..$11,000,000
PAID-UP CAPITAL 8,564,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOOK POONG SHAN,
Chief Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VŒUX ROAD CENTRAL, HONG KONG.

AUTHORISED CAPITAL [$10,000,000
PAID-UP CAPITAL... 5,000,000
RESERVE... 1,200,000

BRANCHES AND AGENCIES:—

Batavia	London	Penang	Singapore
Bombay	Manila	Rangoon	Sourabaya
Calcutta	Melbourne	Saigon	Sydney
Canton	Nagasaki	San Francisco	Taipeh
Haiphong	New York		Tientsin
Honolulu	Osaka	Seattle	Tokyo
Kobe	Paris	Semarang	
Kowloon	Peking	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES TO LET.

KAN TONG PO, Chief Manager,
Hong Kong, 5th Sept., 1927.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

EXCHANGE.

CLOSING QUOTATIONS.

June 8th, 1923.

ON LONDON.—	
Telegraphic Transfer	2/0½
Bank Bills, on demand	2/0 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0½
Credits, at 4 months' sight	2/1
Documentary Bills, 4 months' sight	2/1
ON PARIS.—	
Bank Bills, on demand	1,257½
Credits, 4 months' sight	1,33[illegible]
ON NEW YORK.—	
Bank Bills, on demand	49½
Credits, at 60 days' sight	51½
ON BOMBAY.—	
Telegraphic Transfer	135
Bank Bills, on demand	
ON CALCUTTA.—	
Telegraphic Transfer	135
Bank Bills, on demand	
ON SHANGHAI.—	
Bank Bills, at sight	75
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	105
ON MANILA.—On demand	99½
ON SINGAPORE.—On demand	57½
ON BATAVIA.—On demand	122½
ON HAIPHONG.—On demand	—
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	92
SOVEREIGN, Bank's Buying rate	$9.55
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	27 9/16

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."
Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
Issued in G$10, G$20, G$50, G$100, and £5, and £10 denominations—bound in a small, handy wallet—and cost only ½ of 1 per cent.
Secure your steamship tickets, hotel reservations and itineraries, or plan your cruise or tour through

THE AMERICAN EXPRESS Co., Inc.
4-4a, DES VŒUX ROAD, CENTRAL, HONG KONG.

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